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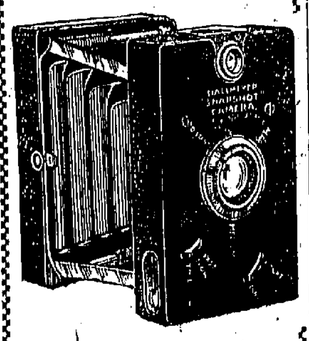

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H.K.B.A. TOURNAMENT

Fine Ring Generalship in Belt Contest

NEWCOMER DEFEATS "SERAPIS" BOXER

On his first appearance in a local ring, Leading Seaman Mudge of H.M.S. "Berwick" won the featherweight championship of the Colony last night, in the third tournament of the Hong Kong Boxing Association's season.

Displaying fine knowledge of ringcraft and generalship, he restrained himself for most of the 15 rounds against Signalman Shons of H.M.S. "Serapis" and launched his successful counter-attack at the right time to secure the verdict on points. Mr. R. M. Dyer (chairman of the H.K.B.A.) fastened the G. M. Young belt on the winner amidst applause.

The programme originally contained five bouts, but on account of Stoker Car of H.M.S. "Titania" and A.B. Davies of H.M. Submarines failing to pass the medical officer's examination this morning, their respective bouts with Stoker Walton of H.M.S. "Hermes" and Ldg. Smn. Hall of H.M.S. "Titania" were cancelled.

RALLY AT THE END

Trimming v. Worlford

Owing to Stoker Car of H.M.S. "Titania" being ill, his six-rounds lightweight contest with Stoker Walton (H.M.S. "Hermes") down on the programme as the curtain raiser was cancelled, and the first bout of the evening was a six-round welterweight contest between Marine Worlford (147 lbs.) and A. B. Trimming (147 lbs.) both of H.M.S. "Hermes."

Neither man had much science but they were willing to mix, although the majority of blows fell on gloves and did little damage. There was very little to choose between them in the first two rounds. In spite of his shorter reach, Trimming exhibited a useful left in the third round and worried Worlford a bit. More hefty blows were exchanged in the fourth round. Trimming again made good use of his left and drew blood from Worlford's nose. The Marine mixed willingly in the fifth but, not being a hard hitter, he could not hurt Trimming. The latter landed some hard knocks on the head, which had Worlford groggy at the gong. The sixth found both men out for a knock-out but they spent themselves hitting to no purpose and towards the end were both tired out. Trimming got the verdict.

Fraser Beats Clayton

The 10-round Welterweight contest between Marine Fraser (146½ lbs.) of H.M.S. "Tamar" ex-Champion of the Colony, and Ldg./Smn. Clayton (146 lbs.) of H.M.S. "Berwick," which was down on the programme as the last bout of the evening, was put on after the curtain-raiser.

Heavy blows were exchanged right from the start but neither was unduly hurt. Clayton was very foxy, always sitting on the second rope. He drew Fraser three times in the second round and on each occasion just missed with a vicious right. Fraser went after his man in the third with a two-handed attack on the head and floored Clayton for a count of two. Clayton feigned distressed but Fraser took no changes. In the fourth Clayton carried the fight to Fraser for a while and then fell back to his old trick. Fraser cornered his man nicely and then had him really groggy at the gong.

Gave Up in Last Round

In the fifth they both took hard knocks which caused them to slow down near the end. Fraser again cornered Clayton just as the gong was sounded. Fraser had Clayton in all four corners in the sixth but the latter covered up well. The seventh saw Fraser still after his man, but Clayton, for ever foxy, connected twice on the jaw and slowed Fraser up a bit. In the 8th Clayton, a glutton for punishment, took a terrible beating near the ropes on the off chance of connecting with his vicious right but it never came off. Fraser had his man's measure in the 9th and badly marked his face, but Clayton was always game, and played hard to land his right upper cut. In the last round Fraser went all out. He floored Clayton twice for counts of eight and when his man went to the boards for a third time, the later's seconds threw in the towel at "four."

Odell v. Munro

Two men not on the programme figured in the third bout of the evening. It was a six-rounds lightweight contest between A. B. Odell (131 lbs.) of H.M.S "Hermes" and Pte. Munro (134 lbs.) of the 1st Bedfs. and Herts Regiment.

In spite of his being the shorter and lighter man, Odell was aggressive in the first round, but found his man a willing mixer. There was a lot of holding by both men in the second round and twice they were ordered to break. They fought at long range after this. Munro found Odell a difficult man to land on. They mixed better in the third, but neither did much damage. They were very lively in the fourth and both landed smartly on the head. The soldier showed inability to take it in the mid-section and Odell played for this spot at the cost of some knocks on the head.

They closed again in the fifth but neither could land a vital blow. Odell went after his man in the sixth, but Munro's reach stood him in good stead. Odell got the verdict for aggressiveness.

Fentherweight Championship

The 15-rounds bout for the feather-weight championship of the Colony was the last bout of the evening. It brought together Sigmn. Shons (125½ lbs.) of H.M.S. "Serapis," who has figured in several bouts in Hong Kong, and Ldg./Smn. Mudge (126 lbs.) of H.M.S. "Berwick," who made his debut here. The bout carried with it the Belt presented by Mr. G. M. Young.

Referee: Mr. A. Murdoch.

Round 1.—Shons took the initiative, but Mudge was a shade faster in the exchanges. No damage done.

Round 2.—There were some hefty exchanges in this round, and, in going in to hit Mudge, Shons received a straight right on the chest which floored him. The referee counted one when the gong intervened. Shons was not hurt.

Round 3.—Mudge scored fast in this frame, but Shons continued to go after his man and was not far behind at the gong.

Round 4.—They opened this round cautiously. Then followed a lively exchange in which both guarded well. An even round.

Round 5.—They mixed well but Shons held and was warned by the referee. There was more action in this round but neither managed to score effectively.

Round 6.—Shons began to assert himself and Mudge had to retreat most of the time to avoid punishment.

Round 7.—Mudge still on the run; but mixed well when hard pressed. Shons scored with both hands to the body, but received a stinger in the face.

Round 8.—Shons was hitting hard in this round and Mudge doubtlessly felt the effect of the punishment. He fought back gamely, however, and landed a couple of beauties on the face.

Round 9.—A very brisk round with both men making much use of the whole ring. Mudge up to now had not produced a heavy punch as compared with what he received.

Round 10.—Mudge relied on footwork to keep away from Shons and towards the end turned the tables and had Shons retreating.

Round 11.—They were both lively, but it was the same story. Shons' punches carried more weight and it was ringcraft which kept Mudge from disaster.

Round 12.—Plenty of stirring action with both men still strong. Shons hit once with an open glove and was boo-ed.

Round 13.—Mudge still retreating. Shons was again warned for holding whilst hitting. Mudge was marked over the left eye, but came back with a strong left to the neck. Mudge's eye was cut, but he met Shons' onslaught with a straight right which floored him for a count of one.

Round 14.—In this round Mudge hit harder than he had done hitherto and every time Shons counter-attacked, he got a stinger on the face. He did not allow Mudge to go untouched, however.

Round 15.—This was a whirlwind and Shons was warned a third time for holding. Mudge hit Shons with all he had and the latter again held. Shons weakened at the end and Mudge was on top of him at the gong.

Mudge got a popular verdict.

KING'S CONDITION

London, Yesterday.

There was little change in the King's condition this morning.

Slight Improvement

A bulletin issued at 11.15 says the King had a good night and that there is slight improvement in his condition.

Slight Upward Movement

Later.

The morning bulletin is regarded as satisfactory, indicating that after the stationary period of the last 48 hours the King's condition has now taken a slight upward movement.

Sir Hugh Rigby attended the Palace this morning and conferred with Lord Dawson and Sir S. Hewett for 90 minutes, but no significance is attached to Dr. Rigby's visit.

—Reuter.

SAD ACCIDENT

Distressing Mishap on the Railway

RUN OVER BY TRAIN

Young Hong Kong Girl Loses Her Foot Amputated

A sad accident [illegible] enjoyment at the N[illegible] Agricultural Show [illegible] Miss Fanny Lawson, [illegible] Woodland Terrace, C[illegible] run over by the train [illegible] Sheungshui halt, on the [illegible] Canton Railway (Brit[illegible]

The unfortunate yo[illegible] rendered first-aid [illegible] Macgown, and later [illegible] Kowloon Hospital, [illegible] found necessary to [illegible] right foot.

Fortunately, her [illegible] was not injured, as had [illegible]

It is understood [illegible] Miss Lawson is a pupil at [illegible]'s Girls' College.

CUT HIS HEAD

Indian Guard on British Steamboat

WOUND TWO INCHES LONG

Indian guard No. [illegible] who is a Sikh, is alleged to have struck with a knife the right side of his head at about nine o'clock last night, causing a wound about two inches long. He has been detained in the Government Civil Hospital.

He was on the British s.s. "Tai-shan" (China Navigation Co.), on which he is employed on anti-piracy duty, alongside the Steamboat Co.'s wharf for [illegible] when the incident occurred. [illegible] that he was under the influence of liquor when he threw [illegible] upon.

TERRITORIES SHOW

SIR ROBERT HO TUNG'S PROPHECY

DEVELOPMENT OUTLINED

Modern Methods in Local [illegible] Agriculture

LOSSES THROUGH WATER SCARCITY

H.E. the Officer Administering the Government, (the Hon. Mr. W. T. Southorn, C.M.G.), in declaring the Show officially open, said it was to the co-operative spirit which had made possible such a marked advance on last year's function. The purpose of the Shows, he said, was primarily to inspire a desire to improve agricultural methods. He also pointed out the need for afforestation programme, as a practical preventative against devastating forest fires.

Sir Robert Ho Tung, speaking of the work so far done, said that although the elementary knowledge must be mastered first, he could pre-vision a revolution in agricultural methods. That time is bound to come sooner or later when the rugged Chinese farmer will be adapted by degrees to the modern operations of ploughing, planting, cultivating, and harvesting."

Sir Robert also mentioned the scarcity of water in the Territories, stating that it was estimated that tens of thousands of dollars were lost, in 1928, through the dry season in October and November.

POPULAR INTEREST

Keen interest in the event was everywhere manifest, but more particularly so amongst the villagers and farmers who comprised the majority of the exhibitors. Real suspense was apparent whilst the Judges deliberated behind closed doors and many were the exclamations of delight or dismay when the hall was opened to disclose the much-coveted winning tickets.

The weather, more favourable this year, attracted visitors from all quarters. Many came on foot; the Kowloon-Canton Railway also brought a large number from Kowloon and intermediate stations. It was obviously considered somewhat of a gala day, and the scene at the height of the afternoon's festivities was unusually picturesque.

H.E. the Officer Administering the Government, accompanied by Mrs. Southorn, was received by Sir Robert Ho Tung, (Vice-President of the Show), upon his arrival. A number of village elders were presented to him, with each of whom His Excellency shook hands warmly, afterwards posing for a photograph, standing in their midst.

Sir Robert's Welcome

At the subsequent opening ceremony, Sir Robert Ho Tung, rising to ask His Excellency to declare the show officially open, said:—

Your Excellency and Mrs. Southorn, Ladies and Gentlemen:—

We esteem it a great honour that you should come to this Show and declare it open to the public.

In consequence of the amount of work claiming the attention of Mr. Wells to-day, I am called upon to assume this pleasant duty of extending to Your Excellency and Mrs. Southorn a hearty welcome to this Exhibition.

This is the second Show of this kind held in the New Territories, and we feel sure that Your Excellency will feel much gratification at the large increase in the number of exhibits (the drought has neither withered nor staled the infinite variety) and the greater interest that is taken in the Show this year.

Last year the work was in its initial stage and experimental, but this year it has proved its value by the great interest shown in it by the people of the Territory generally. The number of the members of the Committee has greatly increased and the attendance at the meetings has been large, and the members enthusiastic.

Govt. Thanked

We have to thank the Government for their kindly interest, and the provision of the Show buildings as well as for the facilities for control of the conditions here to-day in connection with the Show. We also feel appreciative of the great interest taken by the District Officer, Mr. J. A. Fraser, who has attended our meetings, given valued advice and prepared the ground of the District for Show purposes. Neither have we forgotten the assistance Mr. Fraser rendered us in the distribution of rice and fertilisers which were presented to us.

As with the initial Show, the Rev. [illegible] O.B.E. took an active part in organising and carrying out the present Show. The success of the Committee's efforts, as with the first, says much for Mr. Wells' zeal and devotion, his alertness and vigilance in seeing to all the cogs of the wheel running smoothly at all times, so to speak.

The Prizes

We present our thanks to Your Excellency for the prize presented to the district sending in most exhibits, and we look forward to the time when there may be friendly rivalry between the various districts in their endeavour to secure the prize you are presenting. Yun Long District has won the prize for this year.

The purpose of the Show is not merely to bring together a certain number of vegetables, fruits and cereals, but to lead one another to further progress in agriculture. It is true that at the beginning, in the process of educating the farmer, the Committee needs to confine itself to certain elementary and progressive lines of action. The work must indeed start with the fundamental.

The Future

In the thousands of years during which the Chinese farmers have practised agriculture, the perfection in the art is the best possible that could be attained empirically, but the modern efficient scientific method as we see it to-day in the Western World is practically unknown to China. Poverty among the people and Governmental inaction hitherto might not have encouraged agriculture in China to make any strides from intensive to extensive farming.

The time is not too far distant, however, when agriculture will be as much revolutionised or modernised as manufacturing and transportation in China. The time is bound to come sooner or later when the rugged Chinese farmers will be adapted by degrees to the modern operations of ploughing, planting, cultivating and harvesting.

(Continued on Page 13.)

GLORIOUS VICTORY

England's glorious victory in the Third Test match, the winning of the rubber in consecutive games and retention of the "Ashes" are described on the back page.

There was a dangerous collapse after tea when three wickets fell for ten runs!

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COMMERCE & FINANCE

LOCAL SHARES

Moxon And Taylor's Weekly Report

A FAIR DEMAND

Messrs. Moxon and Taylor, in their weekly share circular under date of Friday, state:

Once again we only had three full working days during the week under review and there was not a great deal of business transacted but the market, generally, was steady and closes with a fair demand for some of the principal stocks.

Shanghai market is firm with a good demand for Cottons.

The following are the principal alterations since last week:

Banks:—Opened with sales at $1310, but firmed up considerably and after further sales at $1320/22½, close with business done at $1330.

Unions:—Had a further rise and changed hands at $368/70.

Hong Kong Hotels:—Had steady turnover at $9.20/.30.

Hong Kong Trams:—Came to business at $21.20/.40, and though buyers have reduced their offers to $20¾ shares are being held for $21¼.

Hong Kong Lands:—Met with no enquiry and close nominal at $63¾.

Humphreys' Estates:—Are unchanged.

Star Ferries:—Experienced a rising market and after business done at $70, close with buyers and sales at $72½.

Waterboats:—Have advanced to a buying rate of $23½ without attracting sellers.

Steamboats:—Continue steady with buyers at $29, and sellers holding out for rather more.

China Lights:—Came in for more enquiry and shares were taken off the market at $12½/.60.

China Providents:—Were in good demand at $5.15/20, and had a further rise towards the close when shares changed hands at $5¼/30.

Electrics:—Opened quietly with sales at $52¼ old, but firmed up again during the week and close with buyers at quotations.

Dairy Farms:—Came in for more demand and changed hands at $21¾/80.

Wharves:—A small transaction took place at $132, but $134 is now being asked for further business.

Docks:—Continue in demand at $38½ without attracting sellers.

London Quotations of the 2nd instant:—Banks £144; Indos Deferred £8/-: Shells £5.18.9; all middle prices.

Exchange:—The demand selling rate on London is 2/- 5/16 and the T./T. on Shanghai is Tls. 78¼.

BANK NOTES

Local Circulation And Reserve

Returns of the average amount of Bank Notes in circulation and of specie in reserve in Hong Kong, during the month ended December 31, 1928, as certified by the Managers of the respective Banks are as follow:—

Banks	Average Amount.	Specie In Reserve.
Chartered Bank of India, Australia and China	$15,022,149	$5,900,000*
Hong Kong and Shanghai Banking Corporation	45,161,419	34,000,000†
Mercantile Bank of India, Ltd.	1,782,294	660,000§
Total ..	$61,965,862	40,560,000

* In addition Sterling Securities deposited with the Crown Agents valued at £1,286,200.
† In addition Securities deposited with the Crown Agents and Straits Government valued at £2,990,442.
§ In addition Securities deposited with the Crown Agents valued at £180,000.

The following statement of the securities lodged with the Crown Agents by the Mercantile Bank of India, Limited, against their notes in circulation, is published for general information under Section 5 of the Mercantile Bank Note Issue Ordinance, 1911, (Ordinance No. 65 of 1911):—

Security	Amount	Latest mkt. price.
5½% Treasury Bonds repayable at 100 in 1930	£180,000	101⅛-101⅝

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THE SHARE MARKET

Hong Kong Stock Exchange

Jan. 5, 1929.

T.T. on London	2/0 ¼
T.T. on Shanghai	78¼
Banks	
Hong Kong Bank	$1327½ b [1330 s
Hong Kong London Reg.	£146 n
Chartered Bank	£22 b
Mercantile A. & B.	£34 n
Mercantile C.	£14¾ n
P. & O. Bank	£9¼ n
Bank of East Asia	$85 b
Insurances	
Canton Insurance	$665 b
Union Insurance	$368 s
North China Insurance	T160 b
Yangtsze Insurance	M$50 n
China Underwriters	$2.40 s
China Fire Insurance	$280 b
Yangtsze Fire Insurance	$780 n
Shipping	
...	$38½ n
...boats	$29 b 29½ s
... & Lighters	$1.40 s
... (Pref.)	$46½ b
... (Def.)	$77 b
...ports	118/- n
...r-boats	$23¾ b
Mining	
...	$2.40 b
Kailey ...g Ad.	70/- b
Langkat (Combined)	T10½ n
Langkats (Single)	T5¼ n
Shanghai Explorations	T2.80 n
Shanghai Loans	T3 b
Raubs	$5½ b
Tronoh Mines	17/6 n
Docks, Wharves, Godowns, &c.	
H.K. & K. Wharves	$134 s
H.K. & W. Docks	$38½ b
China Providents	$5.25 b
Hongkews	T157 b
New Engineerings	T5¼ n
Shanghai Docks	T105 n
Cotton Mills	
Ewo Cottons	T13¼ n
Oriental Cottons	T2¼ s
Shanghai Cottons (Old)	T65½ b
Shanghai Cottons (New)	T32 b
Lands, Hotels & Buildings	
H.K. & S. Hotels	9¼ s 9.20/.25 sa
Hong Kong Lands	$63¾ b
Shanghai Lands	T165 b
Humphreys' Estates	$14.80 b
Hong Kong Realties	$8¼ n
H.K. Territorials	—
Prince's Buildings	—
Public Utilities	
H.K. Tramways	$20½ b & sa 21 s
Peak Trams (old)	$13 s
Peak Trams (new)	$6.30 n
Star ...	$72½ b 73½ sa
Chi... Lights (comb.)	—
China Lights (old)	$12½ b
China Lights (new)	—
China Lights 1928 issue	—
H.K. Etries (old)	$53 b & sa 53½ s
Electric (new)	$51¾ b
Macao Electrics	$26¾ b
H.K. Telphone	$6¾ b old [6.65 b new
China Buses	$11¼ b
Singapore Tractions	12/- n
Singapore Pref.	17/6 b 18/3 s
Sandakan Lts.	$5 n
Industrials	
China Sugars	80 cts. sa
Malabon Sugars	$23½ b
Canton Ices	$3½ n
Cements (comb.)	$10 b
Cements (old)	$7.80 n
Cements (new)	$1½ b
Hong Kong Ropes (old)	$7.60 n
Hong Kong Ropes (new)	$7.55 s
United Asbestos	$5 n
Stores, &c.	
Dairy Farms	$21.60 b
Watsons	$13.30 n
Der A. Wings	80 cts. b
Lane, Crawfords	$3.05 n
Mackintoshs	$20 n
Sinceres	$9½ b
Wm. Powells	$3.65 n
Miscellaneous	
Hong Kong Amusements	$28½ s
Hong Kong Constructions	$1½ n
B. Ind. G. Bonds	68% b
H.K. Govt. Loans	6% Prem. s

EXCHANGE.

YESTERDAY'S QUOTATIONS.

On London—	
Bank, Wire	2/- ¼
Bank, on demand	2/- 5/16
Bank, 30 days' sight	—
Bank, 4 months' sight	2/- ½
Credits, 4 months' sight	2/1 ¼
Documentary 4 months' sight	2/1 ⅜
On Paris—	
On demand	1257½
Credits, 4 months' sight	1332½
On Berlin—	
On demand	—
On New York—	
On demand	49⅛
Credits, 60 days' sight	50¾
On Bombay—	
Wire	134¼
On demand	134¼
On Calcutta—	
Wire	134¼
On demand	134¼
On Singapore—	
On demand	86¾
On Manila—	
On demand	98¾
On Shanghai—	
On demand	78⅛
30 days sight (private paper)	—
On Yokohama—	
On demand	106½
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	9.55
Silver (per oz.)	26 5/16
Bar Silver in Hong Kong	3% prem.
Copper Cash	Nominal
Chinese Copper Cents	6% Prem.
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	31% dis.
Hong Kong Sub. Coin	Par.

MOVEMENTS OF STEAMERS.

The C.P.S. R.M.S. "Empress of France" arrived at Kobe on Friday at 2.30 p.m., left Kobe yesterday at 6 a.m., and is due at Woosung to-morrow at 8 a.m. She leaves Woosung to-morrow at 6.30 p.m.

The C.P.S. R.M.S. "Empress of Russia," Capt. A. J. Hosken, R.N.R., will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagasaki, Kobe and Yokohama, at noon on Wednesday.

The P. & O. s.s. "Kidderpore" left Singapore for this port on Thursday at 7 a.m., and is due here on Jan. 10 at about 6 a.m.

The M.V. "Nippon" (Swedish East Asiatic Co., Ltd.), left Dunkirk on Dec. 24, and is due here on or about Jan. 31.

The C.P.S. R.M.S. "Empress of Australia" left Suez on Jan. 1 at 7 p.m. is due at Bombay on Jan. 10 at 7 a.m., and is expected here on Feb. 13 at 8 a.m.

G. R.

NOTICE.

THE SANITARY BOARD wishes to draw the attention of the Public and especially of those who have recently come to this Colony, to the possibility of acquiring diseases e.g., Dysentery and Typhoid Fever by eating of uncooked vegetables.

Chinese market-gardeners use manure from human sources and their custom is to pour the manure or spray it from watering pots in liquid form over the growing plants.

Disease-producing parasites are therefore possibly present on the surface of plants, e.g. lettuce, over which the gardener's spray falls.

J. WATSON,
Secretary, Sanitary Board.
January, 1929.

STAR THEATRE

SPECIAL MATINEES
FOR CHILDREN
every
SATURDAY AND SUNDAY
At 2.30 p.m.
TO-DAY'S ATTRACTION
HAROLD LLOYD
IN
"FOR HEAVEN'S SAKE"
Prices of Admission:
CIRCLE ..... 30 cts.
STALLS ..... 20 cts.

Classified Ads

40 Words 50 cents: EACH additional Word 4 cents.
THIS COLUMN BRINGS RESULTS.

WANTED

WANTED.—English Woman seeks daily employment. Reliable child's nurse. Apply Box 190, c/o "Sunday Herald."

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FAMILY HOTEL.—Victoria Gardens. Quiet APARTMENTS and SUITES of rooms. Full board from $95, $110, $130 monthly, large commodious rooms, also daily rates; five minutes from Ferry, next new Hotel, Hankow Road, Kowloon. Tel. No. K. 357.

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 7th day of January, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements N.	S.	E.	W.	Contents in Sq. feet.	Annual Rental	Upset Price.
1	New Kowloon Inland Lot No. 1196.	Adjoining New Kowloon Inland Lot No. 968, Cheung Sha Wan Road, Shamshuipo.	ft. As per sale plan.	ft.	ft.	ft.	About 1,100	$ 8	$ 1,740

G. R.

PUBLIC AUCTION.

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PARTICULARS OF THE LOT.

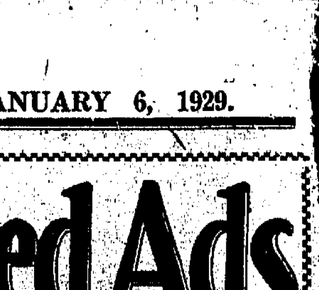
No. of Sale.	Registry No.	Locality.	Boundary Measurements N.	S.	E.	W.	Contents in Square feet.	Annual Rental	Upset Price.
2	New Kowloon Inland Lot No. 1197.	Junction of Tin Lik Street and Pei Ho Street, Shamshuipo.	ft. As per sale plan.	ft.	ft.	ft.	about 5,400	$ 88	$ 5,400

THEOSOPHICAL SOCIETY.

7, Queen's Rd. C., 2nd floor,
(Over Mercantile Bank of India).

WEEKLY PUBLIC LECTURES.
Thursday, Jan. 10th at 6 p.m.
"OUR INFLUENCE IN LIFE"
Speaker ....Mr. M. MANUK
All Are Welcome.
The Members Class on Tuesday, Jan. 8th will be conducted as usual by Mr. Manuk.
Books for Sale.
Good lending Library.

A BROKEN DOWN SYSTEM.
This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break down, as it were, of the vital forces that sustain the system. No matter what may be its causes (they are almost numberless), its symptoms are much the same; the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential in all such cases is increased vitality—vigour, vital strength, and energy to throw off these morbid feelings, and as night succeeds the day this may be most certainly secured by a course of THE NEW FRENCH REMEDY.
THERAPION No. 3
when by any other known combination. Scarcely can it be taken in accordance with the directions accompanying, will it be shattered & alibi restored.
THE EXPIRING LAMP OF LIFE LIGHTED UP AFRESH,
and a new existence imparted in place of what had so lately seemed worn-out, used up, and valueless. This wonderful medicament is suitable for all ages constitutions and conditions, in either sex; and it is difficult to imagine a disease or derangement whose main feature is weakness, that will not be speedily and permanently overcome by this restorative essence, which is destined to consign to oblivion everything that had preceded it for this wide-spread & numerous class of human ailments. Sold by leading Chemists, or other Re...ryone will from Dr. LAGLAND Med. Co. Haverstock Rd. N.W.A.L...don



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MISS DE COUDAR'S FRENCH DANCING ACADEMY, 17, Queen's Road (teacher Royal House and member "International Society Artists"). Latest steps all ball-room Dances. YALE BLUES, FRENCH and ARGENTINE TANGO, etc. Private tuition daily. Special rates Service men.

EUROPEAN MUSIC and LANGUAGE SCHOOL, 17, Queen's Road. Piano, Mandoline, Banjo-Mandoline, Violin, Clarinette, harmonium (Special rates Service men). FRENCH, GERMAN, LATIN classes, by University diplomaed young lady, $6 monthly. Private tuition daily. Painting lessons by lady, pupil Bouguereau.

SPECIAL PHYSICAL CULTURE CLASS.
M'me BARONELLI, ARTISTE, School of dancing for children & adults. Special Physical Culture class for Stout and Stiff Ladies. Address 31, Ashley Road, Kowloon (Back of Star Theatre).

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Sailings from Canton: Daily, at 8 a.m. & 4.30 p.m. (Sundays 4.30 p.m. only)

HONG KONG — MACAO LINE.

From Hong Kong:	From Macao:
8.00 a.m. "SUI AN" from Wing Lok Wharf (Sundays Excepted)	8.00 a.m. "WING ON" (Sundays Excepted)
2.00 p.m. "WING ON" do. (Sundays Excepted)	2.00 p.m. "SUI AN" (Sundays Excepted)

EXCURSION TO MACAO.

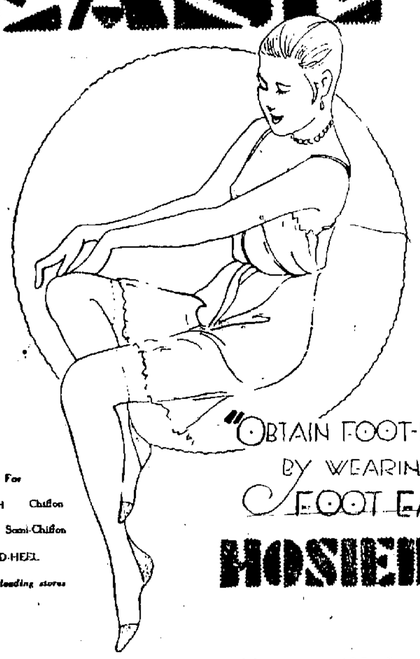
On SUNDAY, 6th JANUARY, 1929.

S.S. "SUI AN"

Will depart from the Company's Wing Lok Wharf at 9 a.m., and From Macao at 4.00 p.m.

RETURN SALOON PASSAGE FARE: $5.00.

FOOT EASE



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495, Nathan Road (Yaumati). Tel. K. 824.
232, Des Voeux Road C. Tel. C. 5787.
75, Queen's Road C. 32, Wyndham Street.
Ho Tung Bldg., Queen's Road C.

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HIGH GRADE QUALITY BLACK CHINA TEA.

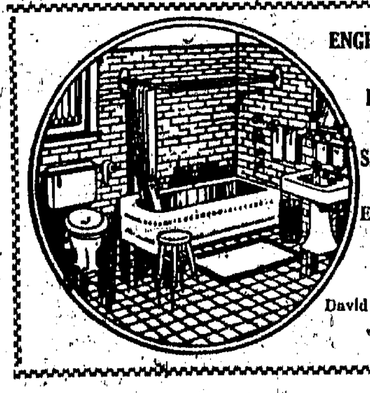
A Tea of excellent quality possessing a beautiful flavour which will appeal to all.

To be obtained from all the leading Stores and Compradores.

Sole Agents:—

KAY SAN TEA CO.
CHINA BUILDING, 2nd FLOOR.
QUEEN'S ROAD C., HONG KONG.

Head Office. Hankow.



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Estimates on Application.

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Telephone C. 1482.

HOME SPORT.

"WALLY" HAMMOND

London, Dec 4.

"Wally" Hammond, one of cricket's favourites, who has created a big impression in Australia, is the son of a soldier, and was born at Dover on June 3, 1903. As a child he was taken to China, and was in the Far East for two years. The family returned to England only to sail away to Malta, and it was in the pleasant isle of the Mediterranean that the boy was first initiated into the mysteries of cricket. He says: "We were a lot of kids, and had our wicket up against a gun-shed." Learning the art of cricket on a barrack square in Malta is a different proposition from picking it up on the green fields of England. When the war broke out in 1914, the Regiment came back to the home land, and Walter went to a boarding school at Cirencester, while his parents remained at Portsmouth. It was at this Gloucestershire school that Hammond really started to play the game. The headmaster encouraged him a great deal, for he had spotted talent in the youngster.

* * *

Trained As Farmer

However, Hammond eventually had to go back to Portsmouth, and then he was sent to Winchester Agricultural College, to be educated and trained for a farmer. As a critic put it "Crops of cereals, not runs; roots, not wickets; the nature of soils, not the character of pitches; the ploughs and the drills, not bats and balls, were the objects of his attention." No cricket was played there. But the Cirencester headmaster wrote to the Gloucester-County Club about Hammond, and that was how the land lost a tiller, and a famous cricketer was found. Kent would have liked Hammond's services, but he completed a residential qualification for Gloucestershire after there had been a hitch, and has never regretted it.

* * *

"Jock" Simpson

One of the failings of many football players to-day is their lack of ability in ball control. They will not concentrate on it as they ought to do. The famous "Jock" Simpson, of Blackburn Rovers and England, made ball control one of the chief studies of his football career. He began early, and in a novel fashion. Overhead telegraph wires ran along a main road near his home up in Lauriston, and one day, as a youth, he kicked a rag ball over these wires and kicked it back over again before it reached the ground. This satisfying of a momentary whim led to the great outside right realising the possibilities of acquiring the art of directing a ball without having to bring it down to the ground to get it under control. He replaced the rag ball with a rubber one, and for hours he would practise kicking the ball over the telegraph wires and back again. So skilful did he become that he frequently was able to repeat the kick ten times, and once reached sixteen times. He has said that to that novel work more than anything else, he owed much of his skill to cross a ball so accurately in his stride.

* * *

Scottish Wizard

Alan Morton, the Scottish wizard, still a power in the land, used to practise keeping a ball in the air with one foot only. An outside left of renown, Alan had not a great deal of faith in his left foot when he was a lad, and he gained it by "keeping up" the ball. He and his brothers had a competition, which Alan won by creating a "record" of 60 kicks. There are many ways of learning ball control, but they are not fascinating. Rather do they savour of hard work of a monotonous type, and players are not inclined to "stick it," in spite of the benefits they would eventually receive.

The Rules of Golf

A golfer on the first tee drove out of bounds. Annoyed with himself he carefully teed up again a foot or so from his original position. A second time did he drive the ball out of bounds, and again did he alter the position of his tee for his third shot. As he was playing in a competition he was disqualified. He was very much surprised. Although a low handicap player of a good deal of experience he did not know that his action entailed disqualification. There was no dispute about the fact that he had deliberately moved from his first teeing spot. The rule says that when a player puts a ball out of bounds, he shall drop another as nearly as possible at the spot from which he played the first, but when he puts his tee-shot out of bounds he may tee up again. It is not definitely stated there that in a situation as above named, the player must play his second shot from as nearly as possible the same place as the first, but there is an official "decision" that it is so. The rules of golf are numerous and complicated, and it must be confessed that many players have only a slight knowledge of them. Apart from the actual rules there are the official decisions on them, and one knotty points, and I suppose the popular view is that life is too short to wade through rules and interpretations of such dimensions. Some keen golfers study them and become authorities, but they are a distinct minority.

* * *

Appeal to Rugby Selectors

Last season, Yorkshire won the Rugby Union County Championship—in spite of the fact that Surrey and Middlesex have the assistance of the pick of the Oxford and Cambridge Blues—yet not one of the White Rose side was given a place in the English team. The Selection Committee may argue in reply that they chose a winning team, but the fact cannot be disputed that when it comes to international affairs the North is shamefully neglected. The small number of genuine Northerners "capped" for England since the war has been out of all proportion to the fine records of the Northern clubs and counties. This year the Selection Committee will have to fill several vacancies in the English team, and it would give immense satisfaction in the North if they would recognise that Yorkshire, Cheshire—apart from J. V. Richardson—and Cumberland, for instance, have some men quite good enough to represent their country. Yorkshire are again shaping like County Championship winners, and have a splendid set of forwards. Surely one of them at least ought to be chosen. Rugby has not so much competition from the Association code in the North as in the North, but although the Northern clubs do not attract very big crowds, they are composed of men who are heart and soul in the game, and who are in many cases doing splendid propaganda work for "Rugger" in hotbeds of the rival code.

Their efforts deserve recognition, and it would be a graceful gesture on the part of the Selectors to remember the North a little more when they pick this season's team.

* * *

Boom in Snooker

In the billiards world, there is genuine surprise at the rapidly-increasing popularity of Snooker. In every city, town and hamlet, there are now more men playing Snooker than the three-ball game. In some centres Snooker Leagues have been formed, and clubs have sprung up like mushrooms. Snooker, with the rising generation at all events, is displacing billiards from its supremacy in saloons, workmen's institutes and recreation rooms. What is the explanation? The reason is that Snooker offers much more variety. Billiards is difficult, and unless amateurs have a lot of time in which to practise, they cannot expect to become very efficient. Davis, Newman, Smith and the other professionals, playing the game every day of their lives almost, can compile their master breaks, because they know every phase of the game, and have all the shots. But the average player is delighted if he can reach a century break now and then. For the most part he has to be content with much smaller runs, and on the whole billiards of this character becomes very monotonous. Snooker is a much brighter and varied game, and more suitable for the qualifications of Mr. Everyman. Moreover, it does not occupy nearly so much time. Some players will get through three Snooker games in the time they would have occupied in struggling through a billiards match of 200 points up. It will also have been noticed that the professionals have tacked on a Snooker game to their sessions of billiards, and have found the public keen to witness the side-line contest. Joe Davis, the billiards champion, is the greatest Snooker player in the world.

* * *

1930 Classic Races

The entries for the Derby and St. Leger for 1930 (which appear in the current "Racing Calendar") are slightly under last year's totals, but the Oaks, Two Thousand Guineas, and One Thousand Guineas have each received over twenty nominations more. The King has entered Captain Kidd, a Captain Cuttle colt, in the Derby, St. Leger, and Two Thousand Guineas, and has three entries in the Oaks and two in the One Thousand Guineas. American owners have made but one entry in the Derby and one in the St. Leger, but French entries make as bold a show as usual. The Totals are: The Derby 345, Two Thousand Guineas 281, One Thousand Guineas 252, the Oaks 293. St. Leger 344.

* * *

King's Gift to Guards

The King has given a sports ground at Windsor to the Army, which will be a considerable boon to the military for football matches and athletic sports. The ground consists of a portion of Queen Anne's Meadow, Windsor Great Park, a splendid open space between the Long Walk and King's-road. It should make an ideal place for military sports of all kinds. It will be possible to lay out as many football pitches as required by the two regiments of Guards forming the Windsor garrison. At present four pitches are being prepared, two for Association and two for Rugby. It is hoped to have a cinder track for Army sports, and it is probable that Army football competitions will take place there.

* * *

Scotland plays football of quality—football of a standard I see only when I watch Scotland. How is that? Simply that this true football is in the blood. It has been born or trained into these men, and when they gather from all parts of Scotland and England for the Internationals they play their natural game. In English club football, maybe, they have to change their ways to some extent, but when these wanderers put on the Scottish blue jersey they step into the old atmosphere and—transformation!—Ivan Sharpe.

* * *

Is there anyone in the world who can hit so hard, so quickly, or with more accuracy than Teddy Baldock? If he were matched to-morrow with Bushy Graham, the holder of the title, it is even money that he would win. I have watched Izzy Schwartz, the fly-weight champion, on several occasions, and I am convinced that he is neither so clever nor so aggressive a fighter as little Johnny Hill. Jack Hood is the finest welter-weight we have had since the days of Johnny Basham, and he would be favourite if he were sent against Joe Dundee, the American champion, who loses almost as often as he wins.—Trevor Wignall.

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YOUNG'S
MOUNTAIN DEW
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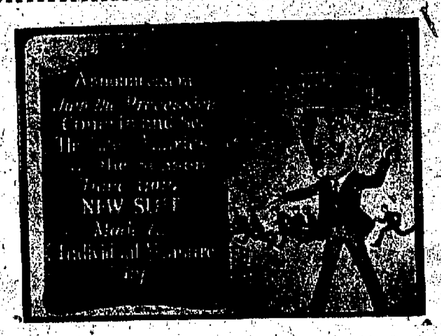
TAILOR TAILOR



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HAID & NEU
ALL NICKEL-PLATED
Easy, noiseless running.
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Easy and extensive regulation of the tensions.
All Spare parts in Stock.
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SOCIAL GOSSIP

Dr. Arthur Woo has returned to the Colony after six months spent abroad.

Mr. M. Hassaram, proprietor of the Bombay Silk Store, arrived back in the Colony by the s.s. "Morea," after spending a holiday in India.

During their recent visit to Singapore, Their Royal Highnesses the Crown Prince and the Crown Princess of Belgium honoured His Swedish Majesty's Consul-General, Mr. F. Adelborg and the Baroness Adelborg in a special manner by receiving them on board the "Insulinde" before their departure. The Crown Princess, who is a niece to the King of Sweden, instructed the Baroness to send greetings to many friends in Sweden.

Mr. Wong Kwong-tin has been re-appointed a member of the Sanitary Board for a further term of three years.

The name of Dr. Yang Lin, M.B., B.S. (Hong Kong), whose address is given as Eliot Hall, the University, has been added to the local medical register.

Forthcoming marriages announced are:—

Mr. E. L. Vas, P. & O. Bank, Hong Kong, residing at St. Joseph's-building, and Miss H. M. da Silva of the same address.

Mr. A. E. Contes, of Hong Kong Tramways, Ltd., and Miss G. H. Maher (de Souza), of N. S. Moses & Co., Ltd.

Mr. L. Forrest, accountant, of No. 2, Pratt-building, Kowloon, and Miss C. Noronha, No. 22, Humphreys-building, Kowloon.

Mr. N. B. Morton, a resident of Japan and Korea for 35 years and until his recent retirement assistant general manager in Japan for the Standard Oil Company of New York, sailed recently from Yokohama by the "Empress of France." Mr. Morton has been associated with the Standard Oil Company in Japan since 1893, serving successively in Yokohama, Echigo, Yokohama and Nagoya previous to his transfer to Seoul in 1910. After 16 years of service in Korea, he was again transferred to Japan, joining the Japan general office staff in Kobe as assistant general manager in 1926. He remained in Kobe until June of this year when the general offices of the company were removed to Yokohama.

LAND SALES

At 3 p.m. to-morrow, two lots of Crown land in Shamshuipo will be put up for auction at the Public Works Department, according to an announcement on page 2.

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ONE SURPRISE

Five First Division Soccer Matches

CHINESE STILL WINNING

1st Batt. Queen's Regiment Lose to Royal Navy

One surprise occurred in five matches in division I of the Hong Kong Amateur Football League yesterday, Royal Navy overcoming the 1st Batt. the Queen's Royal Regiment in a splendidly contested match.

Both Chinese teams in the senior competition succeeded again, as they did last week. South China retained their undefeated record by accounting for the Hong Kong F.C., but have still to give of their best on their own, new ground. Chinese Athletic took full points from their visitors, Kowloon F.C.

The Police continue in winning vein, their victims this time being the Gunners. Small Units played pluckily but failed to keep out the Recreio raiders.

RESULTS AT A GLANCE

Division I.

1st Batt. Queen's Regt.	0	Royal Navy	1
South China A.A.	1	Hong Kong F.C.	0
Chinese Athletic	2	Kowloon F.C.	0
Police R.C.	2	Royal Artillery	1
Small Units	0	Club de Recreio	4

Division II.

Royal Navy Reserves	6	Royal Air Force	0
South China "B"	3	South China "A"	1
St. Joseph's Coll.	1	Recreio Reserves	0
R. A. Reserves	0	Small Units Res.	1
Eastern F.C.	0	Kowloon F.C. Res.	0

1ST QUEEN'S v. ROYAL NAVY

On Chatham-road ground, after a game fought out at a great pace and providing many thrills, Royal Navy surprisingly defeated the 1st Batt. the Queen's Royal Regt. by a goal to nil, and just about deserved their success, for they were slightly the stronger and better balanced team throughout. Teams:—

1st Batt. Queen's Regt.:—Dodds; Hooper, Sharp; Byrne, Hill, Morris; Larking, Richardson, Cantor, Barclay, Caldicutt.

Royal Navy: — Brockman ("Titania"); Barkham ("Titania"), Baker ("Titania"); Cope ("Tamar"), Perks ("Berwick"), Greenland ("Sepoy"); Van Tromp ("Hermes"), Firth ("Hermes"), Evans ("Bruce"), Kennedy ("Berwick"), Preston ("Petersfield").

Navy started at a terrific pace, and all but scored in the first minute, Evans shooting just wide from Preston's centre. Queen's were slow in getting off the mark and Cantor did not appear to be confident in the centre-forward position.

Late in the Day

Van Tromp and Firth were responsible for one of many openings, and the resulting centre was easily rounded off by Kennedy. The goal that made all the difference came late in the day.

For the winners, Brockman, Barkham and Baker all played a faultless game. Cope was the pick of the half backs. Van Tromp and Kennedy were the star turns in a very effective forward line.

The Queen's were not at their best, although Dodds gave a sterling display in goal, and Hooper and Sharp were a sound pair of backs. Hill was the best of the half-backs. Richardson and Barclay both gave of their best in the forward line. Cantor was always a game trier, but this player is such a fine half back—that it seems a pity to have moved him to a strange position.

SOUTH CHINA v. H.K.F.C.

At Caroline Hill, the Club played good football and fully extended South China but the latter won by the only goal of the match.

South China were not as convincing as on the previous Saturday. On the other hand, the H.K.F.C. gave a very good display, especially in the second half. Chances were missed by both sides but South China just about deserved their narrow victory. Teams:—

South China A.A.:—Pau Ka-ping; Li Tin-sang, Yu Cheuk-wa; Leung Wing-tak, Pang Wa-hing, Leung Wingchiu; Lai Tin-choy, Pau Ka-chuen, Fung King-cheung, Lau Mau, Ip Pak-wa.

H.K.F.C.: — Edwards; Holt, Bishop; Wallington, Gerrard, Watson; Alexander, Reed, Goldman, Scott, Trambitsky.

Referee: C.P.O. Cowan, R.N.

Goal in First Half

From a goal kick, South China attacked desperately, following good work by Ip Pak-wa (who put across some very good things), Pau Ka-chuen scored for the home team just before the interval.

South China cannot yet get off the mark on their own ground and their form in this match was below that of last week. They were, however, always fast. Ip Pak-wa and Lau Mau were the better wing. Fung King-cheung was not up to standard but Pau Ka-chuen was good throughout. Leung Wing-chiu played a very hard game and was the best half on the day. Li Tin-sang was much better than his partner, who started very shakily. Pau Ka-ping kept a very safe goal.

The Club gave a surprisingly good display although they showed lack of finish. Scott, Goldman and Alexander played untiringly and, although the centre-forward was closely watched, he was always a big source of danger. The halves were strong, Watson playing well as also did Gerrard and Wallington in unusual positions. Bishop and Holt played strong football, kicking and tackling well. Edwards brought off one or two splendid saves in a very cool manner, and had no chance with the goal which beat him.

The match was a very good one, fast and interesting, and played in good spirit.

ATHLETIC v. KOWLOON

Although Chinese Athletic (last season's champions) attacked hotly in the first half on the H.K.F.C. ground, they were unable to pierce Kowloon F.C.'s citadel. Kowloon capitulated once, however, after the change of ends. One of their defenders then conceded a penalty and Athletic thereby won by two goals to nil before a large attendance. Teams:—

Chinese Athletic:—Chan Sik-pui; Wong Shui-wo, Lai Yuk-tat; Leung Yuk-tong, Wong Shui-wa, Ho Cho-yin; Ng Kam-chuen, Shek Pui-tim, Wong Pak-chung, Suen Kam-shun, Chan Kwong-iu.

Kowloon F.C.:—Angus; Guest, Pile; Robson, Easterbrook, Hedley; Clemo, Hayes, Spary, Miles, Baldwin.

Referee: Mr. W. E. Hollands.

Ng Kam-chuen centred in the second half for Chan Kwong-iu, the opposite (left) winger to head in the opening goal for the Chinese.

Guest was deemed to have handled the ball in the penalty area. From the resultant kick, Suen Kam-shun put his side two up and clinched matters.

POLICE v. R.A.

Play on St. Joseph's College ground was never very fast owing to the slippery state of the ground, but Police won by the odd goal in three although the Gunners scored first.

The Gunners were without the assistance of Leach which considerably weakened their team. The Police were just the better team on the run of the game. Teams:—

Police:—Clarke; Wynne, Williams; Brittain, Hudson, Jessop; Gowans, McGrievey, Fraser, Oram, Johnson.

Royal Artilery: — Maltby, Oliver, Nellis; Taylor, Fuller, Joyce; Jobe, Taylor, Gill, Cotton, Wood.

Referee: L.S.B.A. Atkinson, R.N.

Gill made an opening for Cotton who shot from very close range and put the ball in just past Clarke, who tried hard to get to it.

A penalty was awarded for "hands" against the Gunners and McGrievey shot into the corner.

Half-time came with the score at one-all.

Hudson passed the ball forward and McGrievey took it forward and passed to Fraser who scored the winning goal with a good "first-timer," giving Maltby no chance.

Play was never very quick owing to the state of the ground and considerable difficulty was experienced in trapping the ball.

For the Police, Clarke and Wynne were, as usual, good defenders; and Fraser and McGrievey shone in the forward line.

The Gunners rather missed Leach's quick and accurate passing. The defence played well. Cotton was the best of the forward line.

SMALL UNITS v. RECREIO.

Scoring thrice in the first half, Club de Recreio—fielding a strong team—defeated Small Units (of the South China Command) by four goals to nil. The result, however, on the run of the play, is slightly unjust to the plucky losers. Teams:—

Small Units:—Watson; Smith, Dodshon; Rial, Skinner, Grosvenor; Elliott, Sabin, Basham, Coats, Wilson.

Club de Recreio: — Beltrao; Sousa, Silva-Netto; Assumpcao, Remedios, Ward; Brown, Rocha, Gosano, Pereira, Gosano.

Referee: Mr. Smith.

Gosano passed to Rocha who opened the score with a beautiful shot.

Gosano made the opening for Pereira to score the second goal.

Not One-Sided

In spite of an appeal for offside Rocha scored the third.

Pereira received a lovely pass in the second half and he shot well past Watson.

The game was not as one-sided as the score suggests. The soldiers tried very hard and were unlucky on several occasions. Watson, Skinner and Dodshon played a fine game in the defence. Of the forwards, Wilson, Elliott and Basham were good.

The Recreio, however, were much more settled with Gosano back again to lead the attack. Rocha and Pereira were effective in the forward line, with Silva-Netto, Remedios and Ward good defenders.

Division II

Royal Navy Reserves, leaders in division II, scored six goals against Royal Air Force without reply, on the Recreio ground at King's Park. Four goals were registered in the first half, the last two by Goodridge, who completed his "hat trick" after the change of ends. Sims and Sorbie were the marksmen in the opening part of the game and Allway put on the last goal.

At Caroline Hill, the two South China Athletic Association junior teams clashed. The "B" XI scored thrice in the first half and the "A" XI once in the second.

On their own ground, St. Joseph's College overcame Club de Recreio Reserves by one-nil.

At Sookumpoo, Royal Artillery Reserves lost to Small Units Reserves, also by one goal, giving the winners their third victory so far.

On the Chinese ground at Happy Valley, Eastern F.C. drew with Kowloon F.C. Reserves, neither side scoring.

GOLF

Starting Times For To-day

AT FANLING

9.24 a.m.	R. Sanger,	S. M. Monroe.
9.28 „	L. G. S. Dodwell,	D. G. Bruce.
9.32 „	R. K. Valentine,	R. Young.
9.36 „	F. A. Perry,	E. L. Sim.
9.40 „	E. Stone,	L. Yates.
9.44 „	C. B. Johnson,	F. Syme Thomson.
9.48 „	H. H. Ireland,	E. D. Matthews.
9.52 „	H. Spicer,	R. K. Hepburn.
9.56 „	E. R. Hallifax,	L. R. Andrewes.
10.00 „	O. E. C. Marton,	W. D. Brown.
10.04 „	C. Thwaites,	D. Smith.
10.08 „	A. C. I. Bowker,	R. A. Campbell.
10.12 „	T. G. Weall,	J. Gardner.
10.16 „	W. J. S. Key,	G. B. S. Thomson.
10.20 „	E. D. Black,	D. Ellis.
10.24 „	T. L. Christie,	D. J. Gilmore.
10.28 „	A. E. Lissaman,	H. H. Lammert.
10.32 „	H. Graves,	C. L. Sandes.
10.36 „	D. Forbes,	W. J. Clerk.
10.40 „	W. A. Stewart,	H. G. Howard.
10.44 „	C. C. Stark,	K. S. Robertson.
10.48 „	J. P. Warren,	I. H. Geare.
10.52 „	A. D. Humphreys,	E. D. Lawrence.
10.56 „	C. E. Holmes,	M. M. Maas.
11.00 „	A. Piercy,	A. Sommerfelt.
11.04 „	T. C. Monaghan,	S. T. Butlin.
11.08 „	F. A. Merry,	N. K. Littlejohn.
11.12 „	E. des Voeux,	A. B. Purves.
11.16 „	N. Croucher,	F. J. de Rome.
11.20 „	F. H. Swayne,	W. Beveridge.
11.24 „	A. R. Cox,	D. M. Goodall.

(Continued on Next Column.)

SOCCER GOSSIP

Team Chosen for First Interport Trial

SCHEDULE OF PRACTICES

The following have been selected for the first Interport football trial game, an Interport XI opposing the Royal Navy on the H.K.F.C. ground on Wednesday, Jan. 9, kick-off at 4.30 p.m.

An Interport XI: — Clarke (Police); Wynne (Police), Lai Yuk-tat (Athletic); C. Remedios (Recreio), Hill (Queens'), Hedley (Kowloon); Larkin (Queen's), Gosano (Recreio), Goldman (H.K.F.C.), Suen Kam-shun (Athletic), Rocha (Recreio).

Reserves: — Oram (Police), Fung King-cheung (South China), Cantor (Queen's).

Interport practice will take place on the Club ground every Tuesday and Thursday evenings for players wishing to avail themselves of it and further trial matches will be played on subsequent Wednesdays until the Interport match with Shanghai.

R.N. Departures

Royal Naval football in Hong Kong has suffered a loss in the departure of Warrant Engineer J. W. Barber, R.N., a very prominent referee and hon. secretary of the Royal Navy and Royal Marine F.C., also representative of the Senior Service on the Council of the Hong Kong Football Association. Mr. Barber left on the "Mantua" for England yesterday.

The popular coach and general "working manager" of the R.N. and R.M. Football Club, Yeoman of Signals W. T. Bryan, is leaving this month on transfer to England, and his loss will be keenly felt. Mr. Bryan has had very great experience with Naval football organisation.

REFEREES' MEETING

The postponed meeting of the Hong Kong Football Referees' Association will be held at the Chaplain's Hut, Scandal Point, on Friday next, when Captain Austin, M.C., M.M., R.A., will give a lecture on "Organisation and Administration of Football." It is hoped that all members and those interested will make a special effort to attend.

GARRISON LEAGUE RESULTS & STANDINGS

Below are December results in the Hong Kong Garrison Football League:—

R.A.O.C., 1; H.Q. Wing 2nd K.O.S.B., 5.

20th H. Bty. R.A., 1; A. Co. 2nd K.O.S.B., 8.

12th H. Bty. R.A., 1; C. Co. 2nd K.O.S.B., 4.

R.A.M.C., 1; M.G. Co. 2nd K.O.S.B., 2.

20th H. Bty. R.A., 0; 31st H. Bty. R.A., 6.

A. Co. 2nd K.O.S.B., 1; C. Co. 2nd K.O.S.B., 2.

R.A.O.C., 0; 31st H. Bty. R.A., 4.

B. Co. 2nd K.O.S.B., 0; 31st H. Bty. R.A., 1.

20th H. Bty. R.A., 1; R.A.O.C., 1.

A. Co. 2nd K.O.S.B., 4; 12th H. Bty. R.A., 2.

H.Q. Wing 1st Queen's, 3; R.A.O.C., 0.

B. Co. 2nd K.O.S.B., 1; B. Co. 1st Queen's, 0.

M.G. Co. 2nd K.O.S.B., 3; D. Co. 1st Queen's, 1.

League Table

	P	W.	L.	D.	Goals. F.	A.	Pts.
H.Q. Wing Queen's	10	8	2	0	31	10	16
C. Coy. K.O.S.B.	10	7	2	1	46	20	15
A. Coy. K.O.S.B.	8	7	1	0	33	11	14
C. Coy. Queen's	10	6	3	1	29	17	13
B. Coy. Queen's	11	5	6	0	38	20	10
31st H. Bty. R.A.	8	5	3	0	25	15	10
M.G. Coy. K.O.S.B.	9	3	3	3	18	16	9
B. Coy. K.O.S.B.	5	4	1	0	9	2	8
H.Q. Wing K.O.S.B.	5	4	1	0	16	7	8
M.G. Coy. Queen's	9	3	4	2	27	21	8
R.A.M.C.	9	3	5	1	15	22	7
D. Coy. Queen's	11	2	8	1	18	31	5
12th H. Bty. R.A.	7	2	5	0	16	20	4
20th H. Bty. R.A.	8	1	6	1	4	41	3
R.A.O.C. and R.A.S.C.	10	0	8	2	7	61	2
R.E. & R. Signals	3	0	3	0	1	25	0

Matches For This Week

Tuesday, Jan. 8.—H.Q. Wing, 1st Queen's v. R.E. and R. Signals, Sookumpoo; Referee, Pte. Farnsworth, 1st Queen's D. Co. 1st Queen's v. 20th H. Bty. R.A., Chatham Road; Referee, Corpl. Lees, R.A.M.C.

Thursday, Jan. 10.—R.A.M.C. v. C. Co. 1st Queen's, Sookumpoo; Referee, Cpl. Hunt, R.A.O.C., M.G. Co. 1st Queen's v. 31st H. Bty. R.A., Chatham Road; Referee, Corpl. Pearce, 1st Queen's, B. Co. 1st Queen's v. 12th H. Bty., R.A., Happy Valley; Referee, S.-Sgt. Gilmour, R.A.M.C.

11.28	„	Major Beamish,	V. M. Grayburn.
11.32	„	A. Leach,	J. S. MacLaren.
11.36	„	E. M. Bryden,	B. H. C. Hallowes.
11.40	„	G. S. Hugh-Jones,	G. Davidson.
11.44	„	B. J. Lacon,	H. D. Browne.
11.48	„	W. A. Weight,	E. P. Fletcher.
11.52	„	J. P. Sherry,	C. Mycock.

"WHITE WINGS"

R.H.K.Y.C. Yacht Racing Results

SEVENTH CHAMPIONSHIP

Nineteen boats turned out yesterday when the seventh championship race of the Royal Hong Kong Yacht Club season was held.

The course of 8.6 miles was from the Club to Channel Rocks (port), Kowloon Rock (starboard), Lyemun Beacon (s), mark on line (s), finish at the Club.

All the yachts which finished first in their respective classes managed to save their times on competitors.

In the tabulated results given herewith, yachts are set down according to the order in which they crossed the line (i.e., on time actually taken). The positions gained in the race—for which points are awarded, to be added up for the whole season—are stated in brackets, these being based on handicap (i.e., according to "corrected" time).

Handicap Class

[Start 2.25 p.m.]

	TIME. Finishing	Corrected
Colleen (1st)	4.18.54	4.08.53
Rolla (4th)	4.16.55	4.16.55
La Linda (2nd)	4.18.58	4.15.23
Dorothea (3rd)	4.21.19	4.16.18
Diana (5th)	4.27.15	4.25.06

One Designs & Gaels

[Start 2.30 p.m.]

	Finishing	Corrected
Pierrette (1st)	4.33.02	4.29.27
Ailsa (2nd)	4.35.03	4.35.03
Daphne (4th)	4.38.06	4.38.06
Joan (3rd)	4.43.20	4.37.36
Thecla (5th)	4.48.42	4.41.32
Gael (6th)	5.00.45	4.54.18

Heyward Heys Class.

[Start 2.35 p.m.]

	Finishing	Corrected
Boojum (1st)	4.41.06	4.41.06
Bluenose (2nd)	4.41.40	4.41.40
Speedwell (3rd)	4.43.15	4.43.15
Wings (4th)	4.44.54	4.44.54
Why Wonder? (6th)	4.53.02	4.53.02
Adanac (7th)	4.53.12	4.53.12
Zephyr (5th)	4.54.06	4.48.22
Lola (8th)	5.01.17	4.55.33

S. AFRICAN TEAM

Cricketers to Tour England

H. G. DEANE CAPTAIN

The following, according to Reuter, have been selected to represent South Africa in the forthcoming cricket tour in England:—

H. G. Deane (captain), H. W. Taylor, C. Vincent, J. Christie, H. B. Cameron, F. Van der Merwe, B. Mitchell, Z. Macmillan, all the above are Transvaal players.

I. J. Siedle, E. Dalton, R. H. Catterall, these are of Natal Province.

D. Morkel, H. Owen Smith, both from Western Province.

A. Ochse, from Eastern Province, and

N. Quinn, from Griqualand West.

S. Steyn, of Western Province, is reserve.

There are many names in the above team which are new to representative South African cricket.

RACE WEEK

Queen's-Road East: One Way Traffic

Only one way traffic in Queen's-road East from Arsenal-street to the Monument will be permitted on "race days" (February 25, 26, 27 and March 2) between the hours of 11 a.m. and 6.30 p.m. The one way traffic will run from west to east from 11 a.m. to 3 p.m. and from east to west from 3 p.m. to 6.30 p.m. Kennedy-road will be open to east bound traffic from 11 a.m. to 3 p.m. and to west bound traffic from 3 p.m. to 6.30 p.m.

[Note:—The full race week traffic regulations appeared in the "Gazette" yesterday.]

5 MONTHS STOCK

Water Returns of the Colony

COMPARATIVE FIGURES

At the present rate of consumption, there was just five months' stock of water in the reservoirs in Hong Kong on the last day of last year according to the returns issued by the Public Works Department.

On Dec. 31, 1928, the total in storage was 998.53 million gallons (as against 1448.25 a year before). In December, 1928, the service to rider main districts was disconnected and a street fountain supply given instead. In December, 1927, the western district was under rations, but a full supply was available for other parts of the city.

Figures for Kowloon show slightly increased consumption and storage a little less than twelve months before.

TWO BIG FEATS

In Division II of the Cricket League

CENTURY & HAT TRICK

University Draw in First Match This Season

Two players in the division II of the Hong Kong Cricket League distinguished themselves yesterday on wickets which favoured high scoring. H. J. Armstrong of the Hong Kong C.C. 2nd XI carried his bat out for a century against Electric R.C. and Private Fry of the Royal Army Service Corps, although his side lost, performed the "hat trick" against Civil Service C.C. 2nd XI.

The University, last season's champions, in their opening match in the senior championship, drew with Kowloon C.C. Civil Service won from Chinese R.C. after a scare. Craigengower went down to Royal Artillery.

Royal Engineers and Signals scored their fifth victory and are now four points behind the junior leaders, Indian R.C. 2nd XI, with two matches in hand. H.K.C.C. 2nd XI are also catching up and will have to be seriously reckoned with in the championship.

League I

K.C.C. v. UNIVERSITY

On their own ground, Kowloon C.C. drew with the University.

Batting first, the visitors compiled the huge total of 204 for three wickets, declared, a feature of their innings being a masterly display by F. I. Zimmern who got to within two runs of a century when he stepped in front of a ball from Brace. Anderson also batted well for 48.

A profitable first wicket partnership between Brace (49) and Ramsay (65) which realised 86 runs for the home team, was in a large measure responsible for the draw which they effected.

Bowlers on both sides were expensive, A. T. Lee (4 for 45) returning the best figures. Scores:—

University

E. A. Lee, c Jex, b Goodwin	5
D. J. N. Anderson, run out	48
F. I. Zimmern, l.b.w., b Brace	98
S. V. Gittins, not out	18
A. A. Rumjahn, not out	9
Extras	26
Total (for 3 wkts., dec.)	204

C. W. Lam, S. R. Kermani, A. P. Guterres, A. Baker, D. K. Samy, A. T. Lee did not bat.

BOWLING ANALYSIS.

	O.	M.	R.	W
Goodwin	12	4	45	1
Ross	12	2	52	0
Brace	6	1	17	1
Hirst	3	0	11	0
Hall	3	1	3	0
Smith	2	0	9	0
Oliver	6	0	27	0
E. F. Fincher	3	1	14	0

Kowloon C.C.

W. Brace, c and b A. T. Lee	49
A. W. Ramsay, c and b Guterres	65
E. F. Fincher, c E. A. Lee, b A. T. Lee	9
F. Goodwin, c A. A. Rumjahn, b Guterres	6
G. A. V. Hall, b A. T. Lee	0
R. E. Oliver, c Kermani, b A. T. Lee	0
E. C. Fincher, not out	4
H. W. Smith, not out	3
Extras	10
Total (for 6 wkts.)	146

S. Jex, J. J. Hirst, N. H. Ross did not bat.

BOWLING ANALYSIS.

	O.	M.	R.	W
A. T. Lee	14	1	45	4
Lam	2	0	10	0
Anderson	4	0	20	0
Guterres	14	3	40	2
A. A. Rumjahn	2	0	13	0
Samy	2	1	8	0

CIVIL SERVICE v. C.R.C.

In a match of small scores, at Happy Valley, Civil Service C.C. defeated Chinese R.C. by 25 runs.

Towards a total of 80 runs, F. J. de Rome (27) and Evans (23) contributed 50 runs between them for C.S.C.C. Ching and Ng Sze-kwong were in very fine form with the ball, the former accounting for five wickets for 18 and the latter four for 20.

H. Hung (11) and W. H. Shing (26) were the only batsmen to reach double figures for the Chinese who were all out for 55. Kelly did the most damage for his side, taking four wickets for 15 runs. Scores:—

Civil Service C.C.

G. R. Sayer, c W. C. Hung, b Ching	7
F. J. de Rome, b Ng Sze-kwong	27
J. Barrow, c Tsui Wai-pui, b W. C. Hung	1
A. E. Wood, c W. C. Hung, b Ching	0
B. C. K. Hawkins, c W. C. Hung, b Ching	0
B. D. Evans, b Ng Sze-kwong	23
F. Baker, c Ching, b Ng Sze-kwong	0
E. W. Hamilton, c W. C. Hung, b Ching	1
D. R. Kelly, c Chue, b Ching	9
F. H. Holdman, c Tsui Wai-pui, b Ng Sze-kwong	0
F. J. Ling, not out	5
Extras	7
Total	80

BOWLING ANALYSIS

	O.	M.	R.	W.
W. C. Hung	9	1	35	1
Ching	13	5	18	5
Ng Sze-kwong	4.4	1	20	4

Chinese R.C.

H. Hung, c Baker, b Kelly	11
W. H. Kwan, c Baker, b Kelly	0
Tsui Wai-pui, c Evans, b Baker	1
W. C. Hung, c Ling, b Kelly	0
T. E. Yeoh, run out	0
W. H. Shing, b Ling	26
Ng Sze-kwong, st Holdman, b Kelly	4
C. Choa, c Hamilton, b Baker	0
J. L. Youngsaye, c and Baker	3
G. Chue, not out	0
H. Ching, b Ling	4
Extras	4
Total	55

BOWLING ANALYSIS

	O.	M.	R.	W.
Kelly	7	2	15	4
Baker	8	4	30	3
Ling	2.5	0	3	2
Hamilton	1	0	3	0

CRAIGENGOWER v. R.A.

At Happy Valley, Craigengower C.C. lost to Royal Artillery by 29 runs.

The Gunners started confidently and put up 106 for four wickets but their total reached only 124. Lt. Musson and B.S.M. Leach batted forcefully for 37 and 40 and later did well in bowling, getting four wickets for 31 and five for 41, respectively (A. B. Hamson captured six wickets for 31).

Craigengower were dismissed for 95, S. Abbas (18) and Omar (19) were the only bats to make a stand. "Extras" helped with 23. Scores:—

Royal Artillery

Sgt. Glazebrook, b Abbas	15
Gnr. Bacon, c Bradbury, b A. B. Hamson	5
Lt. A. H. Musson, b Bradbury	37
Lt. R. J. Wright, c S. Abbas, b A. B. Hamson	1
B.S.M. Leach, c S. Abbas, b A. B. Hamson	40
Lt. Miller, b A. B. Hamson	0
Lt. Water, c Lim, b Bradbury	0
Tpr. Wood, b A. B. Hamson	9
Capt. McNair, c Bradbury, b A. B. Hamson	4
Sgt. Comford, b Bradbury	4
B.Q.M.S. Eustace, not out	0
Extras	9
Total	124

BOWLING ANALYSIS

	O.	M.	R.	W.
A. B. Hamson	9.1	1	31	6
S. Abbas	6	0	33	1
Oliver	3	1	12	0
Omar	2	0	12	0
Bradbury	5	1	27	3

Craigengower C.C.

H. P. Lim, c and b Leach	4
S. Abbas, c Wood, b Leach	18
E. Zimmern, l.b.w., b Leach	8
R. C. Reed, b Musson	0
A. B. Hamson, b Musson	5
U. M. Omar, hit wicket, b Musson	19
B. W. Bradbury, b Leach	0
D. Rumjahn, c Bacon, b Musson	1
D. Fritz, c Water, b Leach	9
A. Kitchell, run out	0
F. E. Oliver, not out	8
Extras	23
Total	96

BOWLING ANALYSIS.

	O.	M.	R.	W.
Musson	15	7	31	4
Leach	14	4	41	5

H.K.C.C. 2ND v. ELECTRIC R.C.

Hong Kong C.C. 2nd XI, on their own ground, trounced Electric R.C. to the tune of 96 runs.

Collaring the bowling from the start, the home team put up 195 runs for one wicket. Batting splendidly, Armstrong carried out his bat for 102, Duncan contributed 36 and Batger scored 32 not out.

Holding the upper hand for the most part, the H.K.C.C. fielded smartly and dismissed the visitors for 99 runs. James (4 for 9) was the outstanding bowler. Scores:—

Hong Kong C.C. 2nd XI.

H. J. Armstrong, not out	102
L. A. R. Duncan, run out	36
K. H. Batger, not out	32
Extras	25
Total (for 1 wt., dec.)	195

J. A. Summers, A. Reid, W. K. Tait, C. P. James, S. J. Jordain, J. N. Owen, C. Bradley, J. E. Hancock did not bat.

BOWLING ANALYSIS.

	O.	M.	R.	W
Banks	10	0	51	0
Muskett	9	0	40	0
J. R. Way	6	0	40	0
Murdock	5	0	22	0
Gahagan	3	0	17	0

Electric R.C.

C. E. Gahagan, c Bradley, b Reid	23
W. N. H. Murdock, l.b.w., b Summers	16
L. de Rome, run out	8
J. C. Dunbar, b Reid	1
S. C. Banks, c Owen, b Tait	0
J. R. Way, c Summers, b James	10
G. G. Thomson, l.b.w., b Tait	5
W. B. Muskett, b James	3
J. F. Lunny, c Bradley, b James	5
G. T. Padgett, b James	12
H. S. Jones, not out	4
Extras	12
Total	99

BOWLING ANALYSIS.

	O.	M.	R.	W.
Summers	4	0	24	1
Reid	9	4	20	2
Tait	9	3	34	2
James	4.1	2	9	4

R.A.O.C. v. C.S.C.C. 2ND

Visiting Sookumpoo, Civil Service C.C. 2nd XI. defeated Royal Army Service Corps by 26 runs.

Paterson, going in first, gave the visitors a good start by scoring 25. Three others got into double figures but Fry, who took seven wickets for 40 (which included a "hat trick" in his tenth over), brought about a collapse.

Facing consistent bowling, R.A.S.C. were dismissed for 68. Pte. Fry made 17 not out and Pte. Andrews 15. Westlake accounted for three victims for which he conceded seven runs, Chittenden got three scalps for 17 and Eldridge four for 26. Scores:—

Civil Service 2nd XI.

R.S.W. Paterson, b Simpson	25
W. Eldridge, b Fry	0
R. R. Davies, b Fry	19
V. H. Chittenden, c Simpson, b Fry	20
H. F. Harper, c and b Fry	18
F. J. Willmott, b Fry	0
H. F. Westlake, b Fry	0
F. E. Booker, b Fry	5
F. Buller, b Simpson	1
F. W. Carr, not out	0
G. Gull, c Langmaid, b Simpson	0
Extras	6
Total	94

BOWLING ANALYSIS.

	O.	M.	R.	W.
Fry	13	1	40	7
Simpson	11.5	1	47	3
Lyons	1	0	1	0

R.A.S.C.

Maj. T. J. R. Langmaid, b Chittenden	2
Pte. Wingfield, b Chittenden	0
Cpl. Crowcroft, b Eldridge	0
L/Cpl. Fennell, c Willmott, b Chittenden	8
Capt. W. H. Williams, b Eldridge	0
Pte. Lyons, b Westlake	6
Pte. Andrews, b Westlake	15
L/Cpl. McIntyre, b Westlake	2
Pte. Fry, not out	17
Pte. Simpson, b Eldridge	0
L/Cpl. Tavlin, b Eldridge	0
Extras	18
Total	68

BOWLING ANALYSIS.

	O.	M.	R.	W.
Eldridge	13	2	26	4
Chittenden	8	3	17	3
Westlake	4	1	7	3

POLICE v. R.E. & S.

Royal Engineers and Royal Corps of Signals (one of the teams in the running for the junior championship) secured a victory at the expense of Police R.C. at Happy Valley.

Lt.-Col. Wyatt distinguished himself both with bat and ball, hitting up 68 runs in fine style and capturing five wickets for 21.

In reply to a total of 151, the Police made 70, towards which Lacey contributed 39. Scores:—

R.E. & S.

Q.M.S. Leppard, c Thorpe, b King	5
S/Sgt. Mitchell, b Lacey	5
Lt.-Col. R. E. S. Wyatt, c Edwards, b Weymes	68
Col. R. B. Skinner, c King, b Lacey	7
L/Cpl. Penny, st Hunter, b Lacey	17
L/Cpl. Durand, b King	1
C.S.M. Kennard, c Lacey, b King	1
Sig. Warwick, c Callard, b Sheppard	16
Cpl. Butler, run out	3
Sgt. Trumper, run out	15
Sgt. Harrison, not out	1
Extras	12
Total	151

BOWLING ANALYSIS.

	O.	M.	R.	W.
Lacey	13	2	40	3
King	7	1	37	3
Randle	2	0	20	0
Callard	2	0	11	0
Weymes	1	0	16	1
Sheppard	2.3	0	15	1

Police R.C.

T. H. Hunter, b Durand	0
B. Thorpe, b Durand	1
S. Randle, b Durand	9
T. Lacey, c Durand, b Wyatt	39
T. H. King, b Wyatt	5
J. Shepherd, c Warwick, b Wyatt	1
A. Reynolds, b Wyatt	0
A. Callard, b Skinner	0
A. V. Baker, b Wyatt	1
T. H. Weymes, not out	0
G. Edwards, b Skinner	5
Extras	9
Total	70

BOWLING ANALYSIS.

	O.	M.	R.	W.
Durand	6	0	35	3
Wyatt	8	2	21	5
Skinner	2.5	1	5	2

Friendly Matches

INDIAN R.C. v. H.K.C.C.

At Sookumpoo, Hong Kong C.C. swamped Indian R.C.

A splendid partnership for the second wicket between Evers (46) and Moor (44), which brought in 91 runs paved the way to the respectable total of 165 for the visitors. Abbas, going on after four bowlers had been tried, took four wickets for six runs apiece.

Meeting with disaster early, the Indians were all out for 92 runs, A. H. Madar and A. K. Minu getting 25 each. Owen Hughes took three wickets for 14, Bowker 3 for 22, Lightfoot 2 for 2 and Parker 2 for 20. Scores:—

Hong Kong C.C.

A. W. Hayward, b Arculli	14
Capt. A. N. Evers, run out	46
O. Moor, c A. H. Madar, b Abbas	44
E. R. Duckett, not out	20
E. J. R. Mitchell, c A. H. Rumjahn, b Abbas	2
H. V. Parker, c and b Abbas	9
Lt.-Col. L. J. Lightfoot, c and b A. H. Madar	3
A. C. I. Bowker, c Ackber, b A. H. Madar	4
H. Owen Hughes, c Rahmin, b A. H. Madar	1
H. R. B. Hancock, c Ackber, b Abbas	4
T. E. Pearce, c Ackber, b Arculli	4
Extras	12
Total	165

BOWLING ANALYSIS.

	O.	M.	R.	W.
Arculli	5.1	0	25	2
A. H. Madar	10	2	36	3
A. R. Minu	5	1	22	0
J. M. A. Rumjahn	3	0	21	0
Abbas	7	1	24	4
A. K. Minu	2	0	16	0
A. H. Rumjahn	1	0	9	0

Indian R.C.

A. el Arculli, b Parker	1
S. A. Ismail, c Owen Hughes, b Bowker	0
A. H. Madar, c Mitchell, b Owen Hughes	25
A. R. Minu, c and b Parker	4
O. Ismail, b Bowker	6
J. S. Ackber, l.b.w., b Bowker	0
A. K. Minu, c Hayward, b Owen Hughes	25
A. H. Rumjahn, c and b Lightfoot	2
M. R. Abbas, b Owen Hughes	1
J. M. A. Rumjahn, c Owen Hughes, b Lightfoot	1
A. Rahmin, not out	1
Extras	26
Total	92

BOWLING ANALYSIS

	O.	M.	R.	W.
Bowker	8	1	22	3
Parker	7	1	20	2
Owen Hughes	6	2	14	3
Evers	4	1	8	0
Lightfoot	1.3	0	2	2

UNIVERSITY 2ND v. I.R.C. 2ND

At Pokfulam, University 2nd XI had the better of the play in a drawn match against Indian R.C. 2nd XI.

The Undergraduates compiled 210 runs for seven wickets, declared, to which the Indians replied with 125 for eight. Scores:—

University 2nd XI.

H. T. Barma, b A. M. Rumjahn	10
K. T. Loke, c Mohamed, b A. R. Sufflad	17
A. B. Sulieman, c Butt, b Nazarin	34
G. E. Yeoh, c A. M. Rumjahn, b Nazarin	9
F. Fernando, b A. M. Rumjahn	20
C. Candah, c A. M. Rumjahn, b M. P. Madar	14
M. B. Osman, b Mohamed	18
A. Aziz, not out	37
D. Roy, not out	18
Extras	33
Total (for 7 wkts., dec.)	210

H. E. Adams, F. Hiptoola did not bat.

	O.	M.	R.	W.
A. M. Rumjahn	16	2	46	2
A. R. Sufflad	14	2	49	1
M. P. Madar	9	4	15	2
Razack	6	1	20	0
Nazarin	3	0	24	1
Mohamed	3	1	15	1

(Continued at foot of Next Column)

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Indian R.C. 2nd XI.

A. Butt, run out	1
R. Nazarin, c Adams, b Osman	0
M. P. Madar, b Sulieman	0
A. M. Rumjahn, b Hiptoola	8
A. R. Sufflad, c Osman, b Roy	7
D. Mohamed, b Barma	88
A. M. Rumjahn, c Fernando, b Sulieman	0
Salim Ismail, c Sulieman, b Roy	0
M. Y. Adal, not out	5
M. I. Razack, not out	0
Extras	16
Total (for 8 wkts.)	125

A. R. H. Esmail did not bat.

BOWLING ANALYSIS.

	O.	M.	R.	W.
Osman	8	0	44	1
Sulieman	5	2	11	2
Roy	3	1	5	2
Hiptoola	4	0	34	1
Candah	2	0	6	0
Barma	2	0	9	1

R.N. 2ND v. RECREIO

Playing a man short, Royal Navy 2nd XI, on their own ground, defeated Club de Recreio by one run.

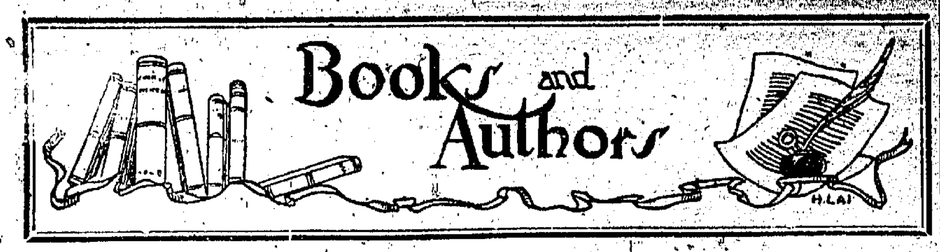
The Portuguese team batted first and made 93 runs, Wright taking four wickets for 21.

Marine Giles scored 42 out of 94 put up by the Royal Navy and Waters helped with 15 not out. Scores:—

Club de Recreio

D. P. Xavier, b Bradley	21
L. J. Guterres, l.b.w., b Gregory	1
J. W. Barnes, b Wright	13
G. P. Danenberg, b Gregory	0
H. A. Alves, st ?, b Wright	9
F. J. Remedios, c and b Gregory	21
H. A. Barros, c Cass, b Wright	6
D. F. Lopes, not out	3
G. A. Noronha, b Wright	3
D. C. Alves, b Cass	3
Basto, b Cass	0
Extras	13
Total	93

(Continued on Page 16.)



. . . ACTION !

THE GREAT WAR AND THE SEA

[My Mystery Ships, by Rear-Admiral Gordon Campbell, V.C., D.S.O., published by Hodder and Stoughton Ltd., London. 20/- net.]

A foreward is written by Admiral Sir Lewis Bayley, K.C.B., K.C.M.G.; C.V.O., and there are excellent illustrations by Lieutenant J. E. Broome, R.N.

This book should have a place in every home library, not only from an historic point of view, but also for the fascinating reading contained in the volume. The writer has shown us what stuff heroes are made of, and one is filled with admiration for each and every man, who took part in the actions described.

As Admiral Campbell often said ..... it was due to the effort made by each man that the actions were successful. All realised their responsibility, and the keen sense of duty which each man felt, inspired by his loyalty to King and Country, kept them at their posts through thick and thin.

One feels a thrill of pride to think that England breeds such Sons, and realises that the decorations and promotions awarded were more than well earned. How proud the crew must have been of their Commander; and how proud he must have been of his officers and men.

Though Captain Campbell was in command of three different ships, his crew was practically the same on all three occasions. A few left for health and other reasons, and a few men were added as necessity arose, but the back-bone of the crew was made up of officers and men who had served with Captain Campbell from the very beginning. All the crew volunteered for this special work and continued to do so only at their own wish. It is a wonderful example of how men who have faced death together, will always remain staunch to their Commander and to one another.

The book opens with a chapter dealing with the submarine menace, and the urgent need for something which could cope with this modern type of war-fare. As one reads the succeeding chapter, it is brought home very forcefully what would have happened to England, if our food, supplies, and daily needs, had been stopped by the enemy, not to mention the danger of mines and submarines, to those who travelled as passengers on the steamers, and also to our own Navy.

The term "Mystery Ship," and the various titles, these ships were known by later on, are explained, and the various disguises used are also described. It is wonderful to read of the transforming of colliers and other tramp steamers for this work, as mystery ships of H.M. Navy. One can imagine the enormous amount of work which had to be done, and the attending difficulties, as the ships had to remain undisguised outwardly and all arms, guns, and most of the crew, remained hidden, until the ship was actually in action.

There is a humorous side to the story, in the descriptions of the training of the "panic party" and the disguises adopted by the Naval Officers as "Master" and "officers." The former did very valuable work, bluffing the enemy, and decoying them within range of the ship's guns, while the latter were so good as to deceive friends and relatives. One smiles to think of Captain Campbell in a bowler hat and red tie, as a "Master" in his Sunday best, and on more than one occasion when thus dressed, he was told by various people (some of them in the Navy themselves) what they thought of the Navy in general and Naval Officers in particular (?).

No one had any idea that the old tramp steamer was one of H.M. Ships, so much so, that officers and men of our own Navy treated them as an ordinary "tramp." Various difficulties, such as examinations of bills of health etc., were encountered in one or two ports, but these were ingeniously overcome by the use of a little "imagination" on the part of the Master. After the fitting out of s.s. "Loderer," the first ship Captain Campbell commanded ..... a long period was spent in cruising, with no reward, except a sea-sick crew, and dreadful weather, but the men were being unknowingly prepared for what hardships were to follow.

The first action took place in February 1916, when U 68 was sunk. On this occasion, the "panic party" lured the enemy within range of our guns, which soon dispatched them. Lieut. Campbell, as he then was, was promoted to the rank of Commander, after this action, and awarded the D.S.O. Other rewards given were the D.S.C., and the D.S.M.

The name of the ship was then changed from "Loderer" to "Farnborough" and it was after the H.M.S. "Hampshire" was tropedoed with Lord Kitchener on board, that the second submarine was encountered, giving trouble to a Dutch steamer. (H.M.S.) s.s. "Farnborough" engaged the submarine in action, and though it was stated in the Dutch papers that the submarine had been sunk, there was no definite evidence as to this actually having taken place. This was followed by a long chase of a mine laying submarine, off the coast of Ireland.

H.M.S. Q 5, as the s.s. "Farnborough" now became, was responsible for yet another submarine, though in this encounter, she was herself torpedoed, and badly damaged. After the action she was towed ashore and beached, and guns salvaged, and though no longer fit for use as a "mystery ship," she continued to run under various names, and with varying cargoes, as a tramp steamer until May 1928.

The next ship Captain Campbell commanded was H.M.S. "Pargust" and a chapter is devoted to a very interesting description of her fights with a submarine, and a very good diagram is given showing the course taken by the submarine, so that one can follow the action step by step. The "Pargust" was herself torpedoed, in the engine room, and badly damaged, and was awarded the V.C., as a result of gallant action.

The final chapters of this interesting book contain the adventures of H.M.S. "Dunraven" .... a larger vessel than the two former ones. Past experience proved invaluable when fitting out this ship as the gadgets and disguises for the guns etc., were perfected from the old models.

Chapter Fourteen contains a thrilling account of the "Dunraven's" last action, when the crew went through almost unbelievable dangers. The submarine encountered on this occasion opened fire on the "Dunraven" and set her on fire, but little could be done as the submarine was out of range. A sharp encounter followed and the crew behaved magnificently, never flinching in the face of the greatest dangers. Though every means was used to try and decoy the submarine within range of the "Dunraven's" guns, the submarine escaped. The reason for this later proved to be that the submarine had run out of torpedoes.

British and American destroyers arrived on the scene, ... the wounded were transferred, ... boats were recalled, ... and the fired extinguished. The "Dunraven," although her stern was awash, was taken in tow, but the weather grew worse, and early the following morning, she sank with colours flying.

After this action, Captain Campbell was not allowed to continue in command of mystery ships, though he begged to be allowed to remain there. Owing to the great dangers through which he had already been, the Admiralty thought best to appoint him as Flag Captain to Admiral Bayley, after which he took leave of his crew.

A letter of appreciation and admiration was received from Sir Eric Geddes, the First Lord of the Admiralty, and also from Admiral Sims, of the U.S. Navy.

The book closes with a summary, followed by an appendix, the latter consisting of extracts from the Second Supplement to the "London Gazette." This volume is well illustrated with photographs diagrams and sketches. There is also a frontispiece in colour, of H.M.S. "Dunraven" in action. This is a book well worth reading, and is selling at a very low price; it will interest those of all ages and both sexes.

—C.

No single novel in any country is a more imperishable little classic than "Manon Lescaut." We have nothing in English quite like the increasing poignancy of this tragic romance, its measured intensity, and the wringing composure with which it relates despair. Of the Abbe Prevost's original there have not been too many translations. The new one just produced by Geoffrey Bles has an introduction by the skilled hand of Mr. Lewis May, but is chiefly notable for a new set of designs by Mr. John Austen, who has achieved a very remarkable interpretation. Especially the twelve illustrations in line and colour have caught with a certain sinister grace the air of the tale and its age.

While the Simon Commission is working through the evidence and coming nearer to its momentous report, it is a pleasure to signalise a new book packed with information and good sense. "An Indian Commentary," which comes from Jonathan Cape is by Mr. G. T. Garratt, formerly of the I.C.S. For several reasons it is the handiest of single volumes, explaining clearly to the ordinary citizen an unparalleled complex of problems. Mr. Garratt has the outstanding merit of showing all else against the vast agricultural background. But his sections on the questions of "Communalism" and "Industrialism" are also singularly compact and clear. The arrangement is as workmanlike as the matter is able. The spirit of the book is one of realism without cynicism and of hope without facile delusions.

Chatto and Windus have done a happy thing by adding to the excellent company in the Phoenix Library another volume by Mr. Arnold Bennett. In this neat and shapely form the bundle of sketches called "The Grim Smile of the Five Towns," is not a cheaper reprint, but a most attractive new issue. The Phoenix books at three and six are as good-looking a family as any series made for the higher popularity.

W. J. Locke, the novelist, has signed an agreement with Mr. Schenck, of the United Artists Film Corporation, by which he will go to Hollywood for six months to study film methods with a view to future scenario writing.

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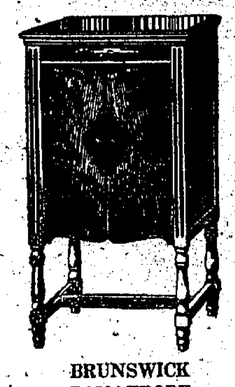

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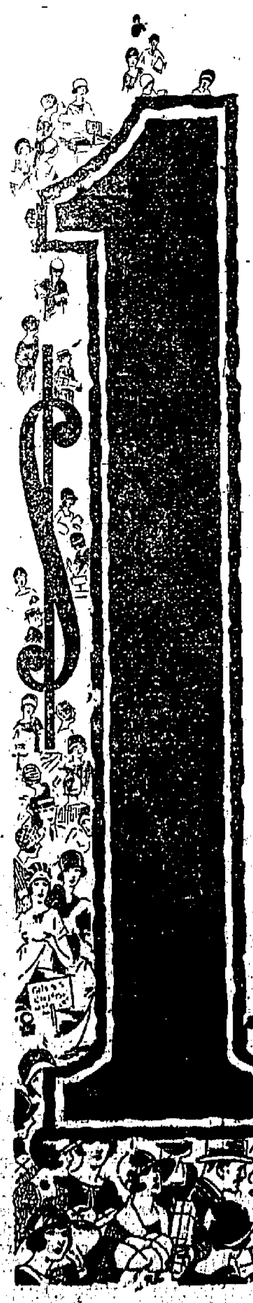

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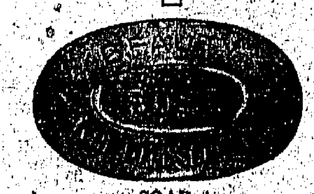

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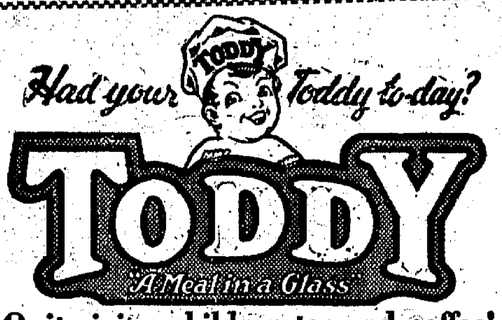

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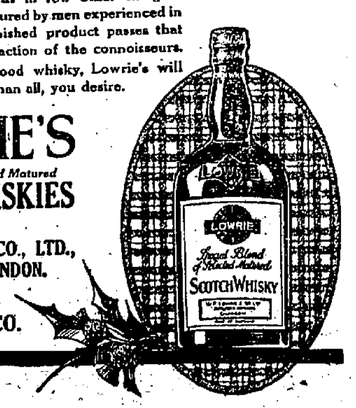

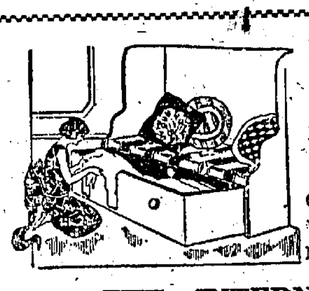

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Assistant Colonial Secretary Mr. D. W. Tratman, who is expected back from leave next month, is mentioned in local circles as likely to be Assistant Colonial Secretary (and Clerk of Councils) in a more or less permanent capacity, although the post is designated for "Cadet Officer" and is not one of the "personal" appointments. Mr. S. B. B. McElderry was A.C.S. until promotion to Tanganyika and now Mr. W. J. Carrie is the present incumbent. As far as is known, Mr. Tratman will remain in the Colonial Secretariat for some time, as did Mr. A. G. M. Fletcher, C.M.G., C.B.E. (now Colonial Secretary in Ceylon). Mr. Tratman is one of the five Class 1 Cadets, the other four being Messrs. McI Messer, Hallifax, Wolfe and A. E. Wood. In Nov. 1926, Mr. Tratman was appointed A.C.S.—and served as such until going on leave—after having been away from the Secretariat since 1907. He came out in 1904. His present salary is £1,400 per annum.

* * *

Equivalent to Blood Transfusion Although there was no necessity for it, many loyal subjects volunteered when it was rumoured that blood transfusion was required for H.M. the King last week. There is an equivalent in Chinese sociology, or rather, there was. It was customary in the old days to cut off a piece of one's flesh for a medicinal connoction to cure a sick parent. The classic instance of a daughter-in-law's devotion to a parent-in-law has been constantly dinned into the ears of wayward Chinese maidens. In Hong Kong, so tradition says (because it does not appear to have been recorded), a daughter bled to death after cutting a piece of flesh off her arm to offer her sick father.

* * *

Such exemplary acts received official recognition in the Imperial days. Stone tablets were erected by order of the Emperor to perpetuate such offerings. Times have changed, however. The National Government has decreed that acts of filial piety verging on superstition and foolishness will no longer earn commendation. Incidentally, vows of "life-long celibacy" by young widows, or refusals by girls to marry after the deaths of their fiances, are discouraged. But, in time, as more practitioners in western medicine are brought up, blood transfusion will be known in China as well as it is in some other parts of the world.

* * *

Can You Beat This? During the War, Cadets and other employees of the Hong Kong Government held two or even more posts owing to the shortage of men. From a year or two after the Armistice in 1918, however, it has been seldom that one man has had two jobs, at least, officially. In connection with the multiplicity of offices, the *China Express & Telegraph* (London), in its 70th anniversary number, recalls the following:—Some years ago, the official who held the post of Protector of Chinese (now Secretary for Chinese Affairs) in Hong Kong was at the same time acting Colonial Secretary as well as president of the Sanitary Board. In the course of his duties as S.C.A. he wrote to himself as C.S. calling attention to a certain matter requiring redress. As C.S. he wrote to the secretary of the Sanitary Board to bring the matter before the next meeting of that body, when, as chairman of the Sanitary Board, he suggested that the secretary be instructed to reply to the Colonial Secretary (himself) to inform the Protector of Chinese (himself), that the matter was receiving the attention of the Board!

* * *

The Hotel Garden The piece of ground in front of the Peninsula Hotel has, as no doubt many are aware, been converted into a garden. It is a little "open" and wind-blown for the plants, and at the time of writing, a large majority of the plant pots, containing palms, have already been blown over. Others have a decided sag to one side, and still others look the losers of a hard fought fight. Why not plant trees on this spot, which are more adapted to strong wind? Another suggestion is that the garden should be turned into tennis courts. Two at the very least could have been made, and would have been out of place with the rest of the hotel premises.

Thief's Little Ways In the Police Court it is often revealed the clever way in which pickpockets work. These thieves, it should be noted, seldom operate single-handed. They always carry out their plans with two or more. Their rendezvous are at crowded centres and also on trams. To the "experts" among these thieves, the Chinese often give all sorts of nicknames having to do with snakes which signify their cunning. From what can be gathered in local Courts, the most common device they use is known as the "hat trick." On seeing a suitable prey, two of these bad characters will go up to the man, one on each side. One of the ruffians will then give a slight bump to their intended victim's shoulder, while the other takes off his own hat, holding it in one hand, and placing it on the same level of the man's breast pocket, relieve him of his purse with two fingers. The next thing the thief does is to put the booty on the top of his head under cover of the hat. That is done, of course, to prevent easy discovery if searched.

* * *

Chinese Bandits I was reading in an American paper the other day about a fellow who had been captured by Mexican bandits, and he said that every morning they told him he would be murdered unless his friends paid $2,000. They were always very polite about it, though.

That is what I have always liked about bandits, their politeness. I knew a chap once who was going for a walk just outside Shanghai when he met a party of men. He guessed at once they were bandits, he having an uncanny instinct for that sort of thing, so he said "Hullo, are you bandits?" And the leader said, "Well, I'm ever so sorry, but I'm afraid we are. Do you mind if we hold you to ransom? You don't look worth much, but things are pretty slack just now."

* * *

My friend was a bit annoyed because he had told his wife he would be back to dinner, but the bandits said they had some very nice stew so he went with them to their lair. They treated him very well and gave him a lairrette all to himself and were most polite and affable. Every morning one of the minor bandits would bring him hot coffee and say politely, "Good morning, it's a nice morning for a murder, isn't it?" and during the day the other bandits would keep him amused with funny stories about the people they had killed, so that really he quite enjoyed himself.

Well, it so happened that the ransom was rather slow in coming, because my friend's wife still had several instalments to pay on a grand piano and she was too kindhearted to disappoint the fellow who called every week for the payments. So one day the head bandit said, "I'm awfully sorry, old chap, but I shall have to cut off one of your fingers and post it home as a reminder. I'm sure you won't miss it. In any case, you very seldom use all ten fingers at once and it will save you quite a bit of money in manicures."

* * *

Well, that sounded very reasonable, so my friend agreed, but no ransom came, so after that the chief bandit sent a piece of my friend away every day, and on Christmas Day he sent an extra piece. But he was so polite about it that my friend didn't mind in the least, especially as by that time about half of him was already home. However, my friend is a very big man—indeed, he is so tall he daren't swallow a raw egg in case it hatches on the way down—and finally the bandit chief said: "Well, I'm afraid we can't send any more of you away because we have no more money for postage. Do you mind if we murder the rest of you?" But my friend pointed out it would be very rude to do that sort of thing to a guest so they packed him up and sent him home in a lump, C.O.D. That shows you how polite they are.

* * *

"Shavian" Plays Hong Kong lovers of the drama will next week have an opportunity to enjoy a fine feast of the histrionic art. "G. B. S." is to provide the fare, represented by a Company that may be regarded in every respect as experts in "Shavian" drama. The Macdona Players have not so far as we recollect, ever before visited the Far East. They have, however, a high reputation in England and elsewhere of being a Company who devote themselves as exclusively to Shaw as, for instance, the Benson Company devote themselves to Shakespeare. Obviously one could not see Shaw better represented, for practice makes perfection even among professional players. Though we have never had a visit from a Company whose repertory was exclusively "Shavian" we have had performances of several of Shaw's plays: "Candida," "You Never Can Tell" and even the play that caused so much unnecessary commotion in the Censor's mind at Home—the so-called notorious Mrs. Warren's Profession.

* * *

A Much-Discussed Play This play we had here some twelve or fifteen years ago—indeed long before it was permitted to be played in London or elsewhere in England. It was rather amusing to note at the time that while Hong Kong playgoers were privileged to witness "Mrs. Warren's Profession," our friends in Singapore had not that pleasure, as the functionary "shown there" whose duty, it seems, is that of a "censor" of plays "if and when necessary"—followed in the footsteps of dear old London and would not allow the play to be presented. "Mrs. Warren's Profession," like all of Shaw's plays has, however, been played regularly during the past few years; and like all of G.B.S.'s plays it has afforded much real delight. From our advertising columns it will be seen that the "Macdona Players" intend to give us a very fine sample of Shaw's genius and that is why we say that Hong Kong play-goers have a delightful treat in store for them, beginning with "Pygmalion" 'on Monday night.

* * *

The St. George's Ball Neither the "Sunday Herald," nor its associated evening contemporary, the "China Mail," received an invitation from the Committee of the Society of St. George, Hong Kong, to attend and report Friday-night's annual ball. Hence there is no report in either paper. On Friday several lists of names were received by the "China Mail" and duly published. No invitation was enclosed nor any indication as to how and when information might be obtained. An attempt was made during the day to ascertain whether invitations had been purposely withheld or had not been sent owing to an oversight, but without success. This is not the first time this has occurred and not the first time that members of the Society, on the biggest day of their activities, have had to query why they have not been written-up.

* * *

Holiday Cricket Regret has been expressed by more than one old hand that, in the absence of an Interport match here this season, the most interesting games of cricket should have been abridged. Hong Kong Cricket Club played the Army on Boxing Day and the Royal Navy on New Year's Day. I remember the time when these used to be keenly contested two-day fixtures. I also recall the occasion when I was sports correspondent; I had the temerity to report something which I saw with my own eyes, and then to be told that I had seen nothing of the sort. However, that is by the way. It is a pity that, for an obvious reason, only one day was allotted to each match.

* * *

The White Lines Surprise may have been caused by the case in which it was successfully contended for Mr. Horace Lo, the solicitor, that the traffic regulations were not infringed when he drove his motor-car to the right of the traffic beacon in Pedder-street. The defending solicitor, Mr. M. K. Lo, drew attention to the fact that there is no reference to the beacon. I wonder if Mr. Lo will also tell me whether there is any mention of the white lines—the appearance of which at the Pedder-street and Des Vœux-road junction has been facetiously described as "like the Union Jack." This is what I read in a contemporary:—

"It has been successfully contended, in a motoring case at Lancaster, that there is no legal obligation to keep to the left-hand side of the white lines painted in the roadway."

Obviously, this statement refers to the white lines which divide roads into more or less equal halves for the guidance of motorists and not those for pedestrians to walk between.

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HONG KONG, SUNDAY, JANUARY 6, 1929.

Why England Has Retained the "Ashes"

BY virtue of yesterday's play on the ebony-black wicket at Melbourne England retains possession of those mythical "Ashes" and the Crown of Cricket which goes with them, Australia having suffered defeat in the first three "Test" matches of the present series. For the first occasion since Mr. J. W. H. T. Douglas took his team of heroes to the Antipodes at the end of 1911—heroes including J. W. Hearne, C. P. Mead, J. W. Hitch, J. B. Hobbs, E. J. Smith and F. E. Woolley—and recaptured the honours lost to Mr. M. A. Noble on English soil two years previously, our success has been a clear-cut one. Two years ago, true enough, the Old Country were able to take the "Ashes" from Mr. H. L. Collins' eleven, but victory only came as the result of the last match, the other four being drawn. This time there has been no doubt as to which country possesses the better side. Glancing through the summary of results of the one hundred and seventeen "Test" matches which have been played to date, it is seen that England has won forty-five against Australia's forty-seven, so if our men continue in the form displayed so far in the Tour, we may reasonably hope to make a tie of matches won by the time the fifth game is ended. These figures are curious figures, for they show that England has been ever so much more successful on strange soil than at home, having won 27 matches in Australia compared with 18 in England.

The main object of the "Test" tour having been achieved, although there are two more matches to be contested, it is not too early to pass the eye over the exploits of our men in Australia and form judgment as to their worth. This is more difficult as it would appear, for not one of the players can be said to have failed. What is most easily said is that most of the newcomers to "Test" play in Australia—a very different thing from "Test" play in England—have, to use a cricket term, "come off." Some, in fact, have far exceeded expectations. W. R. Hammond, of course, stands out in this connection, and his record run-getting — double-centuries in successive representative games—will remain in the memories of lovers of the pastime all the while cricket continues to attract. Then we have H. Larwood, the ex-pityboy of Nottinghamshire, whose trundling has puzzled Australia's best batsmen and who has shown he can "knock up" more than a few runs under exceptional conditions of play. Mr. D. R. Jardine, too, has proved his worth as a "Test" cricketer at the first venture. His value was evident when he proceeded to score successive centuries in matches in Australia preceding the big games, and in the representative encounters he has shown that, with fearless and open-shouldered hitting, he possesses the gift of caution and is able to exercise it when this quality is most needed. And, among the others—newcomers—who have justified their selection must be mentioned J. C. White, who is gaining a reputation for skittling-out batsmen on a wearing wicket; G. Geary, who "broke" many Australian wickets after an opposition bowler had broken his nose; and G. Duckworth, who is "keeping" well up to the traditions of a Strudwick or a Lilley and whom few people thought would be selected for the job instead of Ames.

It is thus seen that England's cricket enthusiasts have little about which to complain regarding the performances of their representatives on the fields of Australia, which—although the statement may appear obvious—is why the "Ashes" have been retained. That is to say, Australia has not lost the recent three matches because her teams have been extraordinarily weak teams; she has lost because England, luckily, happens to possess a glut of newcomers to "Test" cricket who have risen to the occasion. It is the luck of the game, and more satisfaction is to be gained from our success by the fact that this series of matches is being played in Australia, thus giving our cousins every opportunity of fielding the best side she is able to procure.

HONG KONG FAIRY STORIES

Certain military men have never heard of motor-car licences.

* * *

England's cricket team are doing so wonderfully well in Australia that Hong Kong C.C. are seriously thinking of challenging them.

* * *

In order that the business men's train from the jungle shall arrive at Kowloon sharp on time, the Kowloon-Canton Railway will not in future haul out by the morning Canton Express any truck-loads of manure, ashes or sleepers for shunting at Yaumati or Shatin.

* * *

A Taipo mosquito claimed to have the necessary overlap on his ears indicating 20 years of age; his bona-fides were doubted but upon his producing a Railway season ticket for 1909 he was admitted into the Anopheles Maternity Home for stud purposes.

THE "HERALD" CALENDAR

Jan. 9, 1869.—Murder of Mr. Molworthy at the Peak, Hong Kong.

Jan. 11, 1872. — Seamen's Church, West Point, opened.

Jan. 11, 1891. — New Union Church, Hong Kong, opened.

Jan. 11, 1909.—Governor of Hong Kong issued appeal for endowment fund of $1,250,000 for Hong Kong University.

Jan. 12, 1875.—Tung Chi, Emperor of China, died.

Jan. 12, 1914.—China's Parliament dissolved.

Notifying Small-Pox

Too much publicity, we think, cannot be given to the statement made by Dr. G. W. Pope, Medical Officer of Health, regarding the treatment of small-pox patients. Dr. Pope, at the conclusion of a Police Court case involving a man charged with failing to notify the disease, said that cases could be treated in the sufferer's own home provided all other members of the household were vaccinated and a notice placed outside the domicile announcing the fact that small-pox had occurred there. This concession, of course, was not widely known until the above announcement was made. Which is a pity, for it obviates the fundamental fear of the Chinese when one of their number is smitten with the disease. This fear is one that the victim will be taken away and perhaps not return, and that is why, as the authorities know full well, Chinese are reluctant to report outbreaks among their own kith and kin. This order by the Sanitary Board and approved by the Governor-in-Council—an order apparently ten years' old—should result in an added readiness in notification among the Chinese. Of course, as Dr. Pope intimated in Court, the public must "play the game" and report all cases that occur.

May He Pull Through!

All who read the expert medical reports on the King's illness, published yesterday, will appreciate the seriousness of His Majesty's condition during the past few weeks. It is obvious that he has not passed through any ordinary sickness; that, despite the cheerfulness and hope reflected in the bulletins, he has suffered more than it is given to most men to suffer. There has been, the reports tell us, severe general infection and although this appears to have been overcome, a state of great weakness remains. This, apparently, is the natural aftermath of the poisoning, and no sudden return to general health is to be looked forward to. Rather must we resign ourselves to further setbacks in His Majesty's condition with, nevertheless, a very gradual and very small improvement in strength. The bulletins published yesterday, it is observed, emphasised the King's "slightly better reserve," which is information of the heartening nature we so much wish to receive. Though His Majesty is not yet "out of the wood," as the saying goes, there is every indication that he possesses at the present at least as good a fighting chance as he has had at any time during his unfortunate illness. That he will pull through and be saved to us for many a long year to come is the fervent wish of all Britons.

A New Angle

Florence Ayscough has provided a new angle from which to view the always interesting contrast of the Chinese woman of to-day and yesterday. It is not surprising to find Chinese women stepping swiftly into the van of transmutation as they are doing to-day, she says. Taking unto themselves subsidiary wives is "not done" now by the young men of the intellectual class, we must point out. Marriage, in Chinese sociology, has always been subordinate in importance to the family. Monogamy against polygamy was never an issue in the past. Accordingly, the fair sex of China cannot be regarded as having accomplished a great deal even if polygamy (insofar as legal recognition was given to concubines) is abolished and the centuries-old custom of parents' choice in marriage is superseded.

Question of Desirability

Is the "change" last referred to—if it can be called a change—desired, though? A missionary who has studied the subject closely says:—"I heard a most remarkable woman, the leader of the Christian women students in Peking, publicly advocating the retention, for a time at any rate, of the old custom by which marriages are arranged by parents. Her contention was that the personal sacrifice which this entailed was nothing compared to the stability of social life that would be secured by it. 'Our parents, after all,' the speaker continued in Chinese, 'are less likely than we are to be misled by passing emotions.'" Of Chinese women's emotional faculties, R. F. Johnston has written most sympathetically in "Lion and Dragon in Northern China." Such "passionate intensity" Florence Ayscough regards in the light of a "heritage of responsibility" for the modern Chinese woman. Be it so or not, it is difficult to tell until the next generation. In Hong Kong to-day, there is evidence of educated Chinese girls choosing a husband in steadfast opposition to parents and, on the other hand, of unquestioned obedience to their seniors' dictates. But Occidentals should beware of cut and dried views; for did not Sung Tung-po (a Confucian scholar) say "the barbarians (i.e., Europeans) are like beasts and not to be ruled by principles of the Chinese?"

WHAT THING

by "CAN DO."

Then—and Now

Ten-Years-After Musings: — "If it hadn't been for the war I shouldn't be in here now," mused ex-Sergeant Blank, 1914 Star, D.C.M., etc., as he gazed at the workhouse. "If it hadn't been for the war I shouldn't be in here now," mused Lord Blankenheimer, contractor, as he gazed at Debrett.

* * *

Forgetting Their Names

The marriage of Mlle. Delysia has led to the minor revelation that her real name is Lapize. The real names of famous actresses are seldom known to their admiring public, and in some cases they go to strange lengths to forget them. Mlle. Tistinguet, of leg fame, was born Mlle. Bourgeois; Miss Denise Orme, formerly Lady Churston, was at one time Miss Jessie Smither; and Lady Drogheda, professionally known as Olive May, was Miss Meatyard.

* * *

Explained

A philanthropist was making one of his periodical visits to a lunatic asylum when he met an inmate with whom he had often conversed.

"Let me see," he said, "who are you, again?"

"My name is J. H. Scullin, leader of the Labour Party," replied the inmate.

"Oh," said the visitor, "but last time I was here you said you were Stanley Bruce."

"Yes," explained the deluded one, "but, don't you see—that was by my first wife."

* * *

The Horse Laughed

A story is going the rounds about a well-known artist and a cab-horse. They fell out over a new felt hat. It happened when the artist paused politely on a corner to let the cab horse go by. A gust of wind came, his hat went under the horse, and the horse promptly put its foot in it. It fitted, and the horse seemed pleased. After vainly trying to hook off the hat with his cane, the owner reasoned with the cabman, who pulled up. Then, with a magnanimity dear to all our hearts, the owner of the hat approached the horse, put his arm around its neck, and kissed it on the eyebrow. The horse wagged its tail, raised its foot, and handed over the hat with a smile. That, at any rate, is how the story goes.

* * *

How Shaw Did It

News by a London mail gives details of the boo-hoo-ing of Noel Coward, the young author, after the first night of his latest play, "Sirocco." But Noel Coward did not rise to the occasion so superbly as Bernard Shaw did years ago. At the fall of the curtain, after one of Shaw's early plays, there were loud calls for the author. He stepped forward amid a hearty burst of enthusiasm. But above cheering and clapping rose the loud and vehement boo-hoos of one man. He was the only enemy in the house, but his energy was so great and his voice carried so well, that the applause became a mere background to it.

Shaw turned, smiling, to the disturber.

"I quite agree, sir," he said, "but what are we two among so many?"

* * *

Nervous Nellie

Mr. Frank B. Kellogg, the United States Secretary of State, whose proposal of a pact to outlaw war is being discussed throughout the world, is known in America as "Nervous Nellie." The following incident helps to explain why.

An American newspaperman in Washington arranged an interview between Mr. Kellogg and a visiting Australian journalist, at the same time giving the Australian a few pointers regarding Mr. Kellogg's idiosyncrasies. Face to face with Mr. Kellogg, the Australian gazed fascinated at the Secretary's eyes, one of which remained quite still, while the other roved about constantly. The more the one moved the less able was the Australian to take his eyes off the other one, and the situation became a little embarrassing. When the interview was over, the Australian sought out the American newspaperman, and asked: "Why didn't you tell me that Kellogg has a glass eye?" "He hasn't," replied the American. The Australian therefore remarked about the roving eye. "Oh," replied the American, with a laugh, "That's Nervous Nellie."

Did The Judge Blush?

A brace of prisoners stood in the dock not so long ago when a new Judge made his first appearance in the judicial capacity, and received the usual congratulations.

First, the leader of the Bar, then the leading solicitor, then the foreman of the jury, had their say. The Judge was about to reply, when—

"Your Lordship," said the senior prisoner, "please accept, on behalf of myself and my fellow prisoner, our hearty congratulations on this, the occasion of your elevation to the Bench!"

After that, could any Judge be less or more than human?

* * *

Sagacious Pets

A fellow had been enthusing about the super-intelligence of a pet monkey, now no more, which knew so much about life that it would sit in a tree for hours watching the world go by, and keeping a look-out for hawks on behalf of the chickens; but whenever an Italian with a barrel-organ came into the street Jacko would steal back into his cage, bar the door on the inside, and wait for the "all clear."

"That reminds me," said the Audience, "of Sir Harry Lauder's dog. Harry was very kind to his dog, and had taught it to go to the papershop every morning with a penny for the paper. But Harry was sometimes forgetful. A day came when the dog refused to go for the paper, stayed at home, and hid away every time the bell rang. Next day it was the same, and Harry decided to unravel the mystery. He went along to the shop.

"'Ah'm sair pit oot,' he explained to the newsagent, 'wunnerin' who the cruel body is that hae frightened ma doggie frae doin' his duty.'

"'Naebody wad hur-r-rt yer doggie, Mr. Lauder,' was the reply. 'But ye ken these twa weeks he's been speirtin' unco' nervously at yon notice i' the window. An' day before yesterday there waur a constable i' the shop stared har-r-rd at the piur beastie.'

"Harry went out and read the notice: 'Dog Licences Ready—2/6. Don't Forget.'"

* * *

The Office Terror

In one of the Australian Government offices, they say, there is a new terror in power. Strong men, some of whom have had forty years' experience of autocracy, go in fear and trembling by day, and by night start screaming from hideous nightmares, of the office tyrant. The gentleman was but recently promoted to rule a whole room. A few weeks ago a temporary employee, nearing the end of his engagement, sent in the usual application for re-employment. In course of time he was sent for.

"Smith," said the Great Man, "I am sorry, but I really cannot permit you to apply for a further term."

Smith was knocked speechless. He staggered away, and thought it over. At last he clenched his teeth and returned to the boss's sanctum.

"Sir," he said, with dignity, "it is my intention, if you refuse to forward my application, to appeal to the Public Service Board!"

"Smith," said the Power, blandly, "I am sorry, but I really—er—cannot permit you to—ah—appeal to the board!"

* * *

On Guard!

All precautions against the invasion of evil in the police force of England were urged by Lord Lee, of Fareham, when he opened the Royal Commission of inquiry into Scotland Yard methods. Lord Lee was ever a whale on precautions. When, as First Lord of the Admiralty, he journeyed to the U.S.A. in 1921, a solemn guard of British marines stood sentry at his cabin door on the liner "Olympic" night and day. Early in his career he took precautions to ensure his future. Young Levy was equipped with ability and determination to succeed, and in due time he became Mr. Lee, M.P. He married Miss Ruth Moore, daughter of a wealthy American Quaker of the banking persuasion. Then he gave Lloyd George a house, or rather he presented "Chequers" to the nation. Cons—that is to say—subsequently he became First Lord and Lord Lee of Fareham. A most precautious chap.

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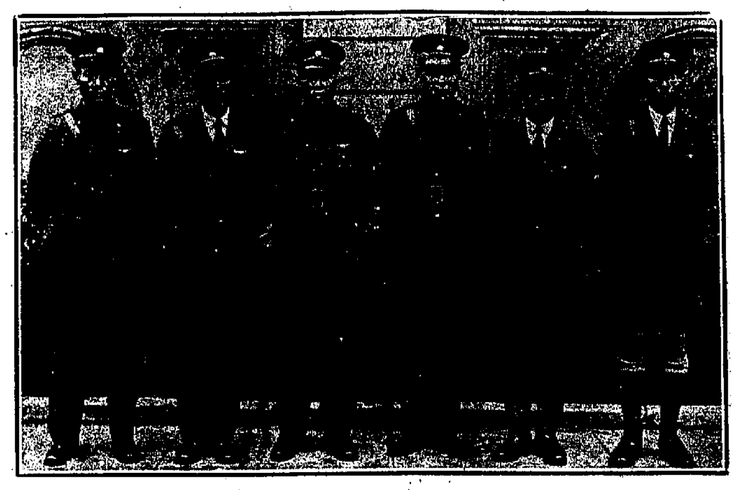
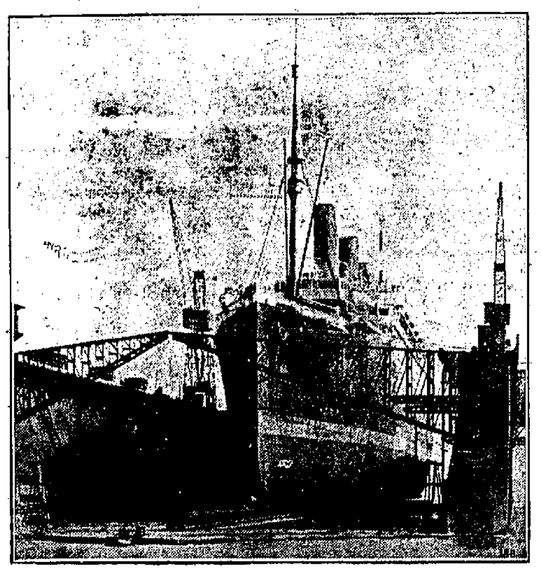
OLD "STRIKE" DAYS.—Dr. A. Cannon and Mrs. Cannon "came back to civilisation" after their travels in Kwangsi while the Strike was still on. Above is a Shameen scene during the crisis, when defences were put up.—Strict copyright.



REUNION OF CHINESE FLIERS. — On its return trip from the North, the monoplane "Spirit of Canton," piloted by General Cheung Wai-cheung (third from right) was met at Shanghai by the seaplane "Pearl River," commanded by General Chen Hing-wan (third from left). Above is a photograph of the two leading fliers and their companions, who met at a banquet at the General Chamber of Commerce. — (C. H. Wong).

PROOF OF PROGRESS. — The leading place of business in Taipingfu, on the Upper West River, in Kwangsi, through which Dr. A. Cannon and Mrs. Cannon of Hong Kong passed in their travels. The house is Chinese-built. Members of the white race are rare sights here. Not far away from Taipingfu, an A.P.C. man was killed a few years go.—(Strict copyright).

ARMY OFFICER'S CHILD.—Whose parents are Major B. C. Lake, D.S.O., of the King's Own Scottish Borderers and Mrs. Lake.—(K. Fujiyama).



AN EMPRESS ON HOLIDAY.—Here the Canadian Pacific "Empress of Australia," having completed her last trip of the season to Quebec, is seen in the floating dry dock at Southampton where she is receiving a first coat of paint prior to setting out on a cruise of the world. Some idea of the great size of the Empress may be gained through comparing her with the two men in the small boat tied to the dock in the foreground.

THE POLICEMAN'S LIP.—The turn of the Chinese policeman's lip seems to indicate that he could snarl out a very nasty "Where'd you think you're going?" if he thought you would understand him, but passengers on the Canadian Pacific World Cruise last year found him very courteous. Some time before the globe-trotters met the man with the pudding-basin head-gear they were greeted at the entrance of the famous Stadium at Athens by the fiery-mustachiv'd guard who looks like Harry Lauder in a combination of the worst features of the Highland, the Dutch and the hosiery advertisement national costumes. But the Japanese practising on the saxophone's ancestor takes the cake when it comes to strange head-gear. A pun could be made here about "wicker" and "wicked-looking," but let that pass. The dark representative of the fair sex evidently believes in simplicity of costume — and economy! She has made her "robe de style" serve for her young son, too, and her head dress! Permanent waves have probably been amongst the old family secrets handed down from mother to daughter for centuries in her country. Taking them altogether they are a fair sample of strange sights to be viewed on a trip round the world. The Canadian Pacific has organised six winter cruises this year. Round the World by the "Empress of Australia," South America-Africa by the new 20,000 ton "Duchess of Atholl," Mediterranean by the "Empress of Scotland" and three cruises to the once happy hunting grounds of the buccaneer—the West Indies.

NOAH BEERY.

ESTHER RALSTON.

THOMAS MEIGHAN.

AT HOLY TRINITY CATHEDRAL, SHANGHAI.—The wedding of Mr. Lai Kwong-tsun and Miss May Yvonne Lim of San Francisco. Left to right, the Misses Helen Tom and Ruby Ow-Yang (flower-girls), Miss Elizabeth Ma (maid of honour), the bridegroom, the bride, Mr. Gordon Lum, the Chinese player in the Davis Cup tennis (best man), the Misses Barbara Lee and Florence Lee (flower-girls). Dean Trivett officiated.

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Tweeds Are Much in Evidence

Tweeds are at the height of their chic. Autumn naturally brings them to the front as they answer so many purposes successfully. They are serviceable for travelling and they are undoubtedly youthful in their appeal.

The tweed coat answers the young girl's problem of an all-around coat with marked success. There is generally a swagger to it and a serviceable side that give it a two-fold appeal.

Just about football time the cape coat achieves its great distinction. Its appeal to the imagination and its genuine youthfulness make it popular for the autumn coat. And the combination of tweed coat, with its cape and the warmth of its fur trimming help to create one of the smartest wraps for chilly days.

The offering of fabrics this season is so varied that coats in tweeds are seen in any number of interesting patterns and weaves. Scotch, English and French weaves are shown in abundance with all sorts of finishes in either straight or diagonal weaves.

These diagonal lines, checks, the modernistic patterns including geometric types also are seen in tweeds which pattern the very newest and most original of sports coats.

In general lines are simple in the sports or travelling coat. They are cut to give sufficient width to cover the more voluminous frocks of the present day but otherwise follow the straight lines as always associated with sports models.

The addition of the cape lends a dashing note to these full tweed coats. The cape may be detachable and this provides additional warmth on chilly days and may be discarded when it is desired.

Fur forms an important trimming on many of the sports coats. On the tweeds, cheviots and novelty materials it is used to add richness to the ensemble and appears on collars, cuffs or upon scarfs that take the place of the fur collar. In the models made without fur trimming, a high collar of the cloth or a scarf collar are often substituted with equally becoming results.

Loretta Young, seen in a leading feminine role in First National's "Scarlet Seas," has chosen a charming tweed coat which combines several of the season's outstanding features. It is of plaid tweed in which beige tones predominate. It has a cape attachment, scarf collar and fur cuffs of wide proportions.

Where Beauty Will Wed Royalty

Photo shows mansion and part of the grounds of the estate of Mr. and Mrs. H. Edward Manville, at Pleasantville, N. Y., where their daughter, Estelle (left), will marry Count Folke Bernadotte, nephew of the King of Sweden. The bride-to-be is shown above in her wedding gown of white velvet trimmed with point lace. Best man at the wedding will be Crown Prince Gustavus Adolphus of Sweden.

Sports Coat

A chic sports coat of tan baby pony trimmed in beaver fur. The model is belted in the back a good deal like the trench coat. This model hails from America.

MISCELLANEOUS RECIPES

Sunday Pudding

Cut up sponge cake, pour a good liquid jelly over, let it set, spread a layer of stewed fruit or sliced bananas on top, cover with whipped cream.

BROWN SUET PUDDING

Here is a nice little pudding which, owing to the suet it contains, is one of the most nutritious meals you can give your young children—especially those who persistently refuse to eat fat: 1 lb. flour, ¼ lb. fresh beef suet, ½lb. treacle, ½lb. raisins, a little salt, half grated nutmeg, 1 teaspoonful each cinnamon, soda, and cream of tartar, some milk. Warm the treacle and mix the chopped suet with the flour, add salt, soda, and cream of tartar; then the nutmeg and cinnamon. Stir all these well together, add treacle and raisins, and again mix well. Boil in a greased mould for three hours. With such a pudding, nothing more is needed for the little ones, except a sound juicy apple.

The Princess Silhouette For Evening Wear

Afternoon and Evening Models of Youthful Lines Are Developed in Lace, Tulle, Satin and Velvet.

This ermine evening coat is designed to give the new silhouette effect. It has been highly praised in London.

A favourite from the past that manages to carry with it its old-time charm as well as a note of modern chic is found in the princess silhouette which is so successful for afternoon and formal gowns.

The princess silhouette, as it is developed for the newer frocks, is not exaggerated in its lines. The skirt remains short and thereby youthful. The afternoon frocks seen in this type are indeed simple in their appeal. The general silhouette has a leaning towards simplicity and the lack of trimming accentuates this note.

The majority of the dinner gowns of the princess type are seen in velvet or satin, whereas the longer, fuller interpretations are seen in tulle or lace.

Even dresses with waistlines reflect the princess influence with their smoothly fitted bodices and flared skirts with the flares placed low.

Lace in the formal and semi-formal gowns is continuing to occupy an important place in the winter mode. The silk and wool laces alike achieve stunning results in the princess type of frocks.

Alice White, in the First National film, "Show Girl," has an opportunity to wear a distinctive and smartly simple dinner dress which adopts many of the important points in chic this season. The dress is of green Chantilly lace designed along princess lines. Flounces of chiffon continue an unusual line by running up the front of the dress. A cabochon of roses catch the waist together and form a simple but effective bit of trimming.

OYSTERS, SPINDLED

Required: An equal number of oysters and thin slices of bacon, cut as nearly as possible the same size; a little pepper, ground mace, and anchovy essence and lemon juice to taste. Mix the seasoning; put a soupcon on each oyster, and a bit of bacon; thread them alternately on a skewer, passing it through the fleshy part of the oyster; lay it across a baking tin, and cook in a sharp oven until the bacon is crisp. Pass a plated skewer through the whole, and draw out the first one; lay on a hot dish, and send cayenne and lemon juice to table.

BACON OLIVES

Required: ½ lb. of bacon, raw, cold meat, bread, and seasoning as below. Cut the bacon thinly, remove the rind, and lay a bit of stuffing on each slice, made by mixing equal parts of crumbs, and any sort of cold meat finely chopped, and seasoning them with herbs and pepper. A little milk or stock can be used to moisten this. Roll up the slices and tie them, or put a little skewer through, then cook in the oven or frying-pan until the bacon is done. Remove the string, and dish on a strip of toast. Ham can be used in the same way, and game or poultry put in instead of the meat. Slices of cold boiled pork are equally appetising so cooked, and the appearance is improved by dredging the olives with raspings before serving.

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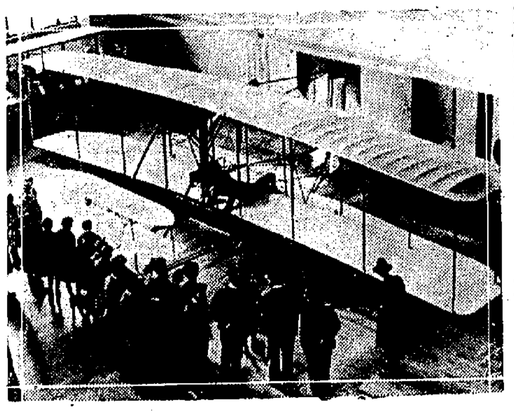
ROUND THE GLOBE IN PICTURES.

The newest official court photograph of Prince and Princess Chichibu of Japan. The Princess, formerly Miss Setsu Matsudaira, daughter of an Ambassador, is seen wearing the crown which makes her a member of the royal family. Prince Chichibu, the Emperor's brother, has been to England.



The first aeroplane to fly, a biplane invented by Wilbur and Orville Wright, which is now housed in the museum of science at London, England. How different this ship appears from the machines now in use.

Left to right, Infante Don Alfonso, cousin of King Alfonso of Spain, and chief of the Spanish Air Force; his wife, Infanta Doria Beatriz, sister of Queen Marie of Roumania; and their son, Prince Alvaro, photographed aboard the "Majestic" on a trans-Atlantic voyage.

Rome.—Mussolini in a funeral costume—the odd combination of the formal high hat and the Fascist black shirt, as he snipped the cord, opening the new road from Rome to Ostia. The inauguration took place on the sixth anniversary of the Fascists' march to Rome—and power.

Santa Fe Springs, California.—Nine derricks were destroyed and the lives of more than 100 were menaced when a new oil well caught fire, the explosions accompanying the outbreak shaking towns for miles around. Photo shows the flames at twilight.

Virginia Cherrill, the blue-eyed Chicago society girl, who has been selected by Charlie Chaplin to play the leading feminine role in his newest production. Miss Cherrill is a blonde of 20, and is the first blonde to play opposite Charlie Chaplin as his leading lady.

The nose of a giant Farman aeroplane on exhibition at the International Airship Exposition in Berlin. Two huge headlights are for use while the ship is flying at night. Note the size of the ship compared to the size of the man underneath it.

William J. Locke, the eminent novelist, who recently arrived in Hollywood from his villa at Cannes, France, to write his first original screen story, which Norma Talmadge will picturise.

Calshot, England.—Mechanics holding down the roaring Super marine-Napier seaplane, before Flight-Lieut. D'Arcy Greig (right) flew faster than any human being—an average of 319.57 miles an hour—and thereby exceeding the world's record of 318.62 miles per hour, made by Major de Bernardi, but not setting up a new record because the rule requires an increase of at least 5 miles an hour.

Jose R. Capablanca, of Cuba, the world famous chess player.

Mr. John D. Rockefeller, Jr., who visited the Great Smoky Mountains National Park, which is being established with the help of G$5,000,000 from the Rockefeller Foundation, which has also benefitted Hong Kong University.

Many a golf game is lost on the green and this is known only too well by the women's national champion, Miss Glenna Collett, who has brought her art of putting to a state of perfection. Photo shows Miss Collett just after a winning putt. Note how she holds her iron and how she brings it up after sinking a putt.

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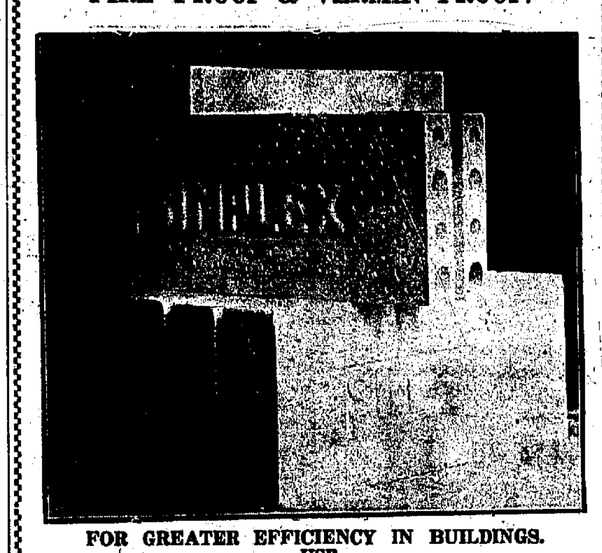

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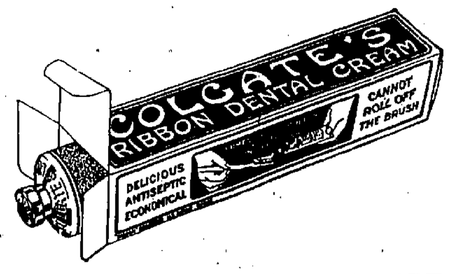

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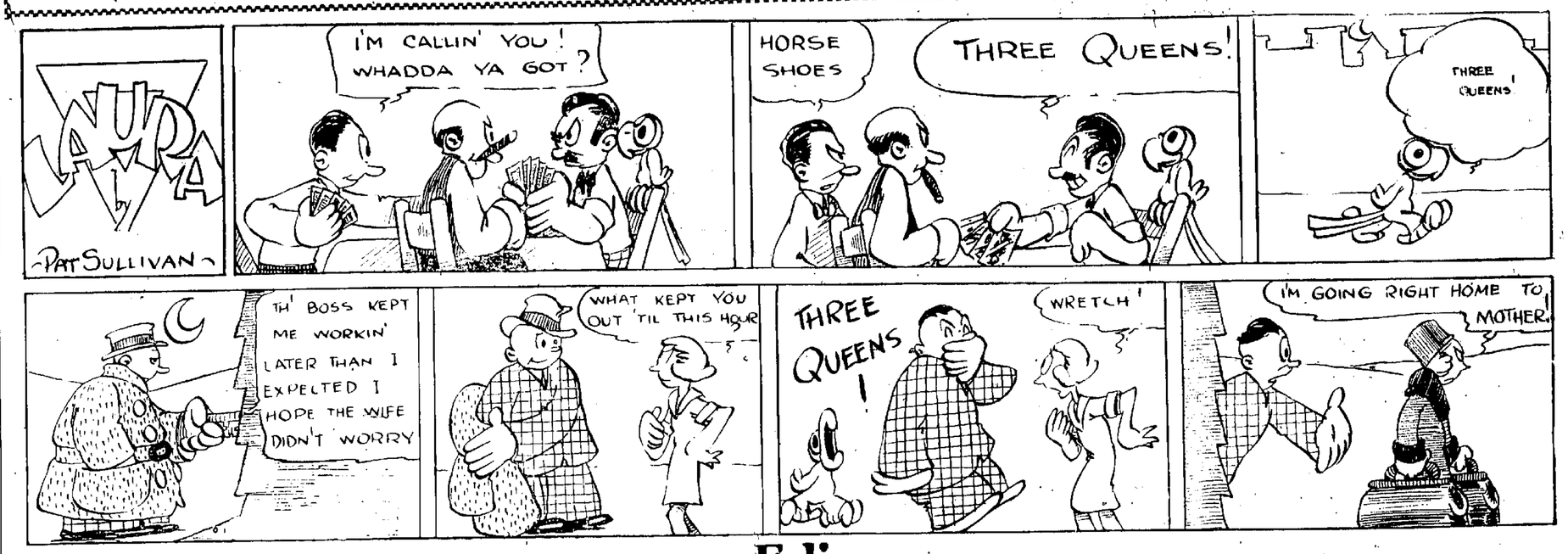
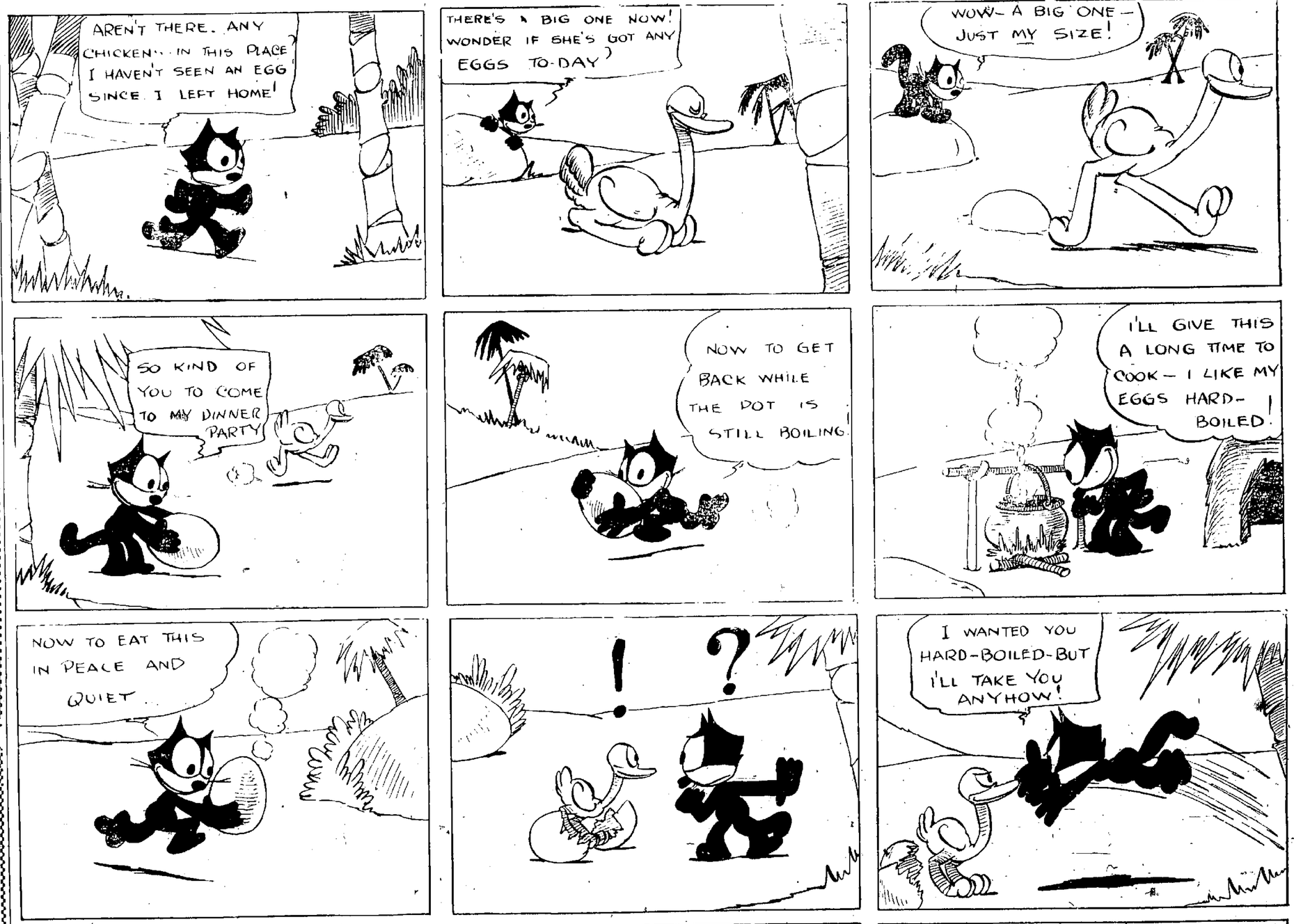


Felix



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NATURE FILMS

Outdoor Pictures at Helena May

SECRET'S REVEALED

One of the most staggering tricks of the Indian fakira is causing plants to grow and blossom before the eyes of onlookers. That is accomplished by clever duplication of nature's efforts, but in "The Birth of a Flower," which will be shown with another outdoor cinema "The Romance of Travel," at the Helena May Institute on Monday, Jan. 7, at 5 p.m., real buds are seen in motion as they swell, burst into bloom, make love ,then go to seed and die, without any trickery, the entire process being the result of the slow motion camera, invented by A. C. Pillsbury.

These two fascinating nature films, showing to what heights the cinema may attain, are being brought here by Clarke Irvine, who verbally conducts his audience through the wonders of nature and into the far-flung space through the magic of his new films; and punctuates his interesting chat with much wit and humour.

The flower picture discloses in an amazing manner the innermost secrets of nature and shows several days' growth on the screen in a few seconds, something never seen by the eye of man, hence it has made a truly great hit wherever presented, having shown in Australasia for 15 months, where thousands enjoyed it. The Melbourne press were in their praise, calling it "fascinating," "excellent," and noting that "scores were turned away . . . audience lost in admiration," which recommends this unique programme to all lovers of nature, especially gardeners.

Everyone enjoys the beautiful scenics which form the charming back-ground for the amazing wild flower sections, and the exciting travels, rare wild life, sports, thrills, snow battles, comedy and other features make it an innovation in entertainment "greater than 'Chang' and more wonderful," said the "Australasian Magazine." These films will be seen here only a short time as Mr. and Mrs. Irvine are due to sail in a few weeks.

DANCER OF PARIS

Gripping Film at the Majestic

Conway Tearle and Dorothy Mackaill, two of the screen's almost popular stars, have the leading roles in Robert Kane's "The Dancer of Paris," the current attraction at the Majestic Theatre, Kowloon. This is the first time these stars have appeared in the same films.

"The Dancer of Paris" has an underlying theme of more than usual force. It tells of the relentless pursuit of a woman by a man and the manner in which the woman fights back, her soul embittered by the tactics and deeds of her opponent.

The story is laid against a series of rich backgrounds. Starting in Florida, the scene quickly switches to Paris, where, in settings picturesquely revealing the night life of the famous capital, the plot moves on to its climax.

Supporting the stars are Robert Cain, who has the "heavy" role; Paul Ellis and Henry Vibart.

The "Dancer of Paris" will be shown again to-day and to-morrow.

PASSENGER LIST.

ARRIVALS.

Arrivals by the s.s. "President McKinley" on January 4, were:—

For Hong Kong:—Mr. Geo. A. Allan, Mr. R. Bahlmann, Mr. Ping Chen, Mr. and Mrs. M. C. Chew, Miss A. Chew, Miss P. Chew, Mr. J. Curilthart, Mr. R. S. Delcourt, Mr. Ah Sut Ding, Mr. G. Dubourg, Mr. S. Gattis, Mr. F. Gibbings, Mr. and Mrs. E. E. Goudey, Mr. and Mrs. H. H. Herron, Mr. Wai Ho, Mr. S. Hedaya, Mr. T. S. Ho, Mr. and Mrs. N. C. King, Mr. G. S. Kwok, Mrs. K. K. Kwok, Master A. Kwok, Master B. Kwow, Mr. Lai Shun-wan, Mr. and Mrs. Liu Chee-cho, Mr. and Mrs. P. F. Le Pevre, Miss K. Le Pevre, Mr. H. T. Lam, Mr. S. T. Lee, Mr. F. Loyd, Mr. and Mrs. F. Mucchi, Mr. J. A. Murray, Mr. Ming Mack, Mr. J. C. Mognaschi, Dr. Mu Chuen-wu, Mr. G. Millward, Mr. W. B. Newsome, Mr. E. J. Phelan, Mrs. T. C. Quan, Master A. Quan, Master B. Quan, Master C. Quan, Mr. and Mrs. R. K. Roberts, Mr. G. S. Seetoo, Mr. H. B. Speed, Mr. and Mrs. U. Tai, Mr. Teng Chung-chi, Mr. A. Thomas, Mr. M. Viple, Mr. Von Heider, Capt. W. T. Mark Wardlow, Mr. Wen Nee-fu, Mr. Y. S. Wong, Mrs. Wong Shomei, Mr. Wong Fun-chan, Mr. Wong Kwai-ching, Mr. P. Wyler, Mr. and Mrs. Yang Shun-tse, Mr. Yang Yang-yue, and Master Yang Yue.

For Manila:—Mr. and Mrs. E. M. Boland, Mr. P. G. Boncker, Mr. M. S. Chapin, Mr. and Mrs. C. A. Griswold, Dr. J. A. Hall, Master W. Happer, Mr. and Mrs. C. E. Hughes, Mr. and Mrs. F. Jones, Master E. Jones, Mr. M. Malver, Master P. Malvar, Mr. R. Mitra, Mr. and Mrs. I. Notcher, Lt.-Comdr. and Mrs. W. A. Vogelsang, Mr. D. S. Wood (Sea Post), and Mr. E. J. Walsh.

TERRITORIES SHOW

(Continued From Page 1.)

I trust I shall not be charged with being too visionary in daring to take this glimpse into the future. It is my fervent hope, at any rate, that the Committee, with the support and co-operation of the Chinese and European Community in the Colony, will be able to make the New Territories Agricultural Show into a permanent annual affair, serving as a rallying centre to radiate light and usher in the dawn of a new age for the Chinese farmer. China has always been a great agricultural country and we hope it will become greater yet. Through these Shows facilities have been given for the display of fertilisers, and these will gradually be used to the furtherance of our objects.

Water Scarcity

We have to thank the Imperial Chemical Industries for offering to test soil in any part of the Territory, and we hope that this offer will be accepted to the material benefit of the people of the Territory and those engaged in this business.

As we consider the Territories, we feel sure that many improvements may be made. One very serious lack is water. Strangely enough, the Yun Lung district often experience a drought while other parts have rainfall. It is hoped that the Government may find out the facts of the case by setting up a record of the rainfall there, but in the meantime, if water could be collected in the hills and brought down to the needy places, crops might be saved. It is estimated that tens of thousands of dollars were lost in 1928, through the dry season in October and November spoiling the crops.

Seeds Distributed

Some years ago the Government appointed a commission of which I had the honour to serve as Chairman, to study the possibilities of the economic advancement of the district, and the Committee sincerely trust that the Government may take further active steps to assist the Territories to a greater degree of prosperity. In petitions the Chinese express the wish that the Government treat the people as their own children, may we not hope that this will be the case throughout the Territories.

We thank the Government for their most valued assistance in connection with this Show and trust we may look forward to their active co-operation in the future. Various seeds have been distributed freely by some members, notably Mr. Fung Kei-cheuk and Lady Ho Tung.

Care of the Hills

The object lesson of afforestation in this vicinity of the New Territory affords encouragement, and we would wish the Government to persuade the people to take greater care of the hills.

Before concluding I have pleasure in bringing to Your Excellency's knowledge the fact that the Hon. Secretary of the Kowloon Residents' Association, Mr. C. M. Manners, attended the last two meetings of the Agricultural Show Committee. As spokesman for the K.R.A., Mr. Manners evinced keen interest in the work of the Committee. In addition to Mr. Manners, the K.R. Association has appointed Mr. J. M. Wong to co-operate with the Show and serve on our Committee.

Many Donors

The Committee's thanks are due to Messrs. Rocha & Co. for great assistance in awarding prizes for rice, and the offering to purchase the produce of seeds given by them in so far as it is practicable. Nor is this all. It is a privilege to express gratitude to all the willing and indefatigable workers like Major Dowbiggin, Mr. James Bullock, Mr. Fung Kei-cheuk, Tang Wei-tong, Mr. Ng Sing-chi, the Hon. Chinese Secretary Mr. T. P. Tong, Hon. Treasurer, and a score of other who have made invaluable contributions towards the success of the Show. To Mr. J. D. Bush, the Honorary English Secretary, a special word of thanks is due, as all who have been brought into contact with him in his secretarial duties must know what an amount of time, thought and trouble he has given to make a success of this exhibition.

There is still another indebtedness I must acknowledge on behalf of the Committee, and that is the open-handed generosity of the many donors among the Chinese and European Communities, who have helped us to meet some of the expenditure entailed in the cost of the Show.

Your Excellency, let me have the honour and pleasure of asking you to declare this exhibition open to the public. (Applause).

H.E.'s Speech

The Hon. Mr. Southorn said:—Sir Robert Ho Tung, Ladies & Gentlemen,—The last Agricultural Show was held on the day on which I left the Colony for a short holiday, and I was then deprived of the opportunity of seeing it. This show is being held five days before the Governor's return, and Sir Cecil Clementi is therefore suffering from a disability similar to mine last year. I am sure his regret will be as great as mine was—or perhaps I should say, even greater than mine, for I cannot claim that intimate knowledge of the New Territories to which Sir Cecil has devoted so many of his early years of enthusiastic service. I am sure we all miss his inspiring enthusiasm here to-day.

Co-operative Spirit

I should like to congratulate the promoters on this second Agricultural Show in the New Territories. Although I have not yet been round the exhibits I understand it marks a definite advance on last year's effort and shows what the co-operative spirit can accomplish. Now these shows are not meant merely to be an exhibition of special productions. They are meant to inspire in the farmers of our Agricultural Districts a spirit of friendly rivalry and a desire to improve their agricultural methods. Sir Robert struck the right note when he pointed out that we want these shows to be educational and also that our educational work, when we seek to break away from age-long traditional methods, must start at the very bottom and must show by actual practice that modern methods of agriculture can produce better crops than the systems which have been in use for past centuries.

Afforestation

I noticed last year that Sir Cecil urged upon the attention of the New Territories farmers the advantages of vegetable growing and of afforestation. Now, Ladies & Gentlemen, as regards afforestation we cannot expect to see much result in a single year. You may remember the old Latin proverb which says that the farmer plants trees of which he will not live to see the fruit. The effect of afforestation will insure to the benefit of your children, and I would urge you all to support the Government in its efforts to clothe your hills which a generous growth of trees, and one of the practical steps you can take is to see that those devastating hill fires, which have been all too common again this year, are not allowed to damage the plantations.

With regard to vegetables, however, a single year can show results, provided the growers have not limited the children who dug up the seeds every few days to see if they were sprouting, and I shall look with interest when I go round the show to see whether the farmers have taken Sir Cecil Clementi's advice to heart.

An Inspiring Example

I thank Sir Robert for his kindly references to the Government support of the show, and would assure him that the Government takes the liveliest interest in the show as a test of the progress in agriculture in the New Territories. I endorse all he has said in the way of thanks to those who have contributed to the success of the show and particularly his references to Mr. Wells and Mr. Fraser, but I would add to him a special word of thanks to Sir Robert Ho Tung himself and to Lady Ho Tung. Once again we have to thank them for placing their beautiful grounds at the disposal of the Committee; once again we have to thank them for much hospitability and for much practical help, which has included a generous distribution of seeds. We all know how keenly interested they are in the future prosperity of the New Territories, and I feel that Lady Ho Tung is an example in particular which not only the ladies of the Colony but the men too ought to follow. She has thrown herself whole-heartedly into her work for the advancement of the New Territories and particularly for the success of the show. The whole Colony owes her a deep debt for the inspiring example she has given us.

Ladies & Gentlemen, this Show is a real co-operative effort of all races and all classes and will, I hope, serve to demonstrate to the people of the New Territories the interest taken in their welfare by all the races of our cosmopolitan community and to the dwellers in Hong Kong and Kowloon the importance and the possibilities of the New Territories.

I have much pleasure in declaring the Show open. (Applause.)

The Exhibits

The entries were many and varied, comprising sections for Green Vegetables (Chinese), Foreign Vegetables, Roots, Fruits and Melons, Rice, Sugar Cane, Other Cereals, and Poultry. In the latter section, Lady Ho Tung carried off first prize in its class with a magnificent goose. Mr. Fung Ki Cheuk gained most points in the Poultry (Red Alone) section. Yun Long district secured the prize offered for the one sending in most exhibits.

An excellent exhibit of locally-grown cotton was also noticed; but undoubtedly the most popular classes amongst the younger element were those for Oranges, Sugar Cane, and Melons. Under the prosaic guise of "Other Cereals and Legumes" came Kau Mi Suk (a species of which the "ear is like a dog's tail") and Ap Keuk Suk ("the ear is like a duck's foot"). Classes in the purely Chinese sections were all heavy, and excellent varieties of rice were also shown.

Special Displays

Amongst general exhibits (not for competition) and displays by commercial firms the Imperial Chemical Industries Ltd., showed a striking selection of locally-grown agricultural products, including sugar-cane over 12 feet in height.

A special exhibit of Poultry was made by Poultry Specialists, of Hong Kong, together with explanatory text as to strains, methods of raising, &c.

The Duro Pump and Engineering Co. showed a variety of pumps and water systems for all purposes. Amongst them were deep well pumps, shallow well pumps, and an irrigation pump driven by a small gas engine.

The band of the 15th Punjabis played during the afternoon.

The Show will continue to-day.

TWO BIG FEATS

(Continued from Page 5.)

BOWLING ANALYSIS

	O.	M.	R.	W.
Bradley	8	1	31	1
Gregory	12	1	27	3
Wright	5	0	21	4
Cass	1	0	1	2

Royal Navy 2nd XI.

Lt. Nowell, b Xavier	0
Armr. Bradley, c Guterres, b Xavier	2
Mne. Giles, c Lopes, b Remedios	42
Lt. Wright, c Xavier, b Barros	13
Comdr. Ramsbotham, b Remedios	1
Lt. Londsdale, b Remedios	5
Lt. Debenson, b Remedios	0
Pay Lt. Waters, not out	15
Sub-Lt. Cass, b Remedios	9
C.P.O. Gregory, c Danenberg, b Barros	0
Extras	7
Total	94

BOWLING ANALYSIS.

	O.	M.	R.	W.
Xavier	5	0	16	2
Alves	4	0	29	0
Barros	5.2	0	20	2
Remedios	5	0	22	5

LEAGUE TABLES

The positions in the league to date are:—

Division I.

	P.	W.	D.	L.	Pts.
Hong Kong C.C.	3	2	1	0	7
Kowloon C.C.	4	1	3	0	6
Civil Service C.C.	4	1	2	1	5
Craigengower C.C.	5	1	2	2	5
Royal Navy	2	1	1	0	4
Indian R.C.	3	1	1	1	4
Royal Artillery	2	1	0	1	3
University	1	0	1	0	1
Chinese R.C.	4	0	1	3	1

Division II.

	P.	W.	D.	L.	Pts.
Indian R.C. 2nd	8	6	1	1	19
R. E. and S.	6	5	0	1	15
Craigengower 2nd	7	4	1	2	13
H.K.C.C. 2nd	5	4	0	1	12
C.S.C.C. 2nd	8	3	2	3	11
Recreio	8	3	1	4	10
Kowloon C.C. 2nd	6	2	3	1	9
Police R.C.	8	2	0	6	6
R.A.S.C.	4	1	2	1	5
University 2nd	3	1	1	1	4
Royal Navy 2nd	4	1	1	2	4
Electric R.C.	7	0	2	5	2
R.A.O.C.	4	0	0	4	0

HOCKEY

The following will represent the second eleven of the Hong Kong Hockey Club in their match against the H.K.S.R.A. second team on Monday at the Marina ground at 4.45 p.m.:—A. C. Howell, J. E. Henry, L. F. Nicholson, L. A. R. Duncan, L. M. S. Lloyd, E. L. Sim, T. Whitley, W. A. Nowers, G. R. Vallack, T. J. Price and E. C. Fincher.

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Wednesday Evening Meeting at 5.30 o'clock.

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Monday and Thursday 5 to 7 p.m.

The Public is cordially invited to attend the service and visit the Reading Room.

"ON APPROVAL"

The A.D.C.'s Next Production

A LONSDALE COMEDY

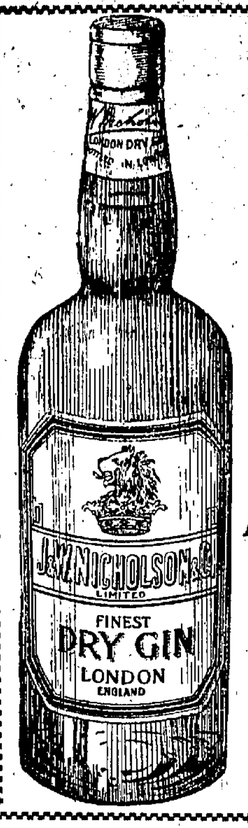
The Hong Kong A.D.C.'s second production of the season will be Frederick Lonsdale's comedy "On Approval," which will be played at the Theatre Royal for five nights,—Jan. 26, 29 and 31, Feb. 1 and 2.

This compact little comedy in three acts was an enormous success in London, where it was played at the Fortune Theatre for over a year, being withdrawn only on June 2 last. It may confidently be expected that with the able production of Mrs. F. G. Hunt and her carefully selected cast it will lose none of its brilliance and subtlety.

The high standard set in previous productions of the A.D.C. is sufficient guarantee of the excellence of this forthcoming production and the public are strongly advised to book early to avoid disappointment.

Booking will open at Andersons on Jan. 16.

Frederick Lonsdale, it will be recalled, is the author of the successful comedy, "The Last of Mrs. Cheney," which the A.D.C. performed very ably some time ago.



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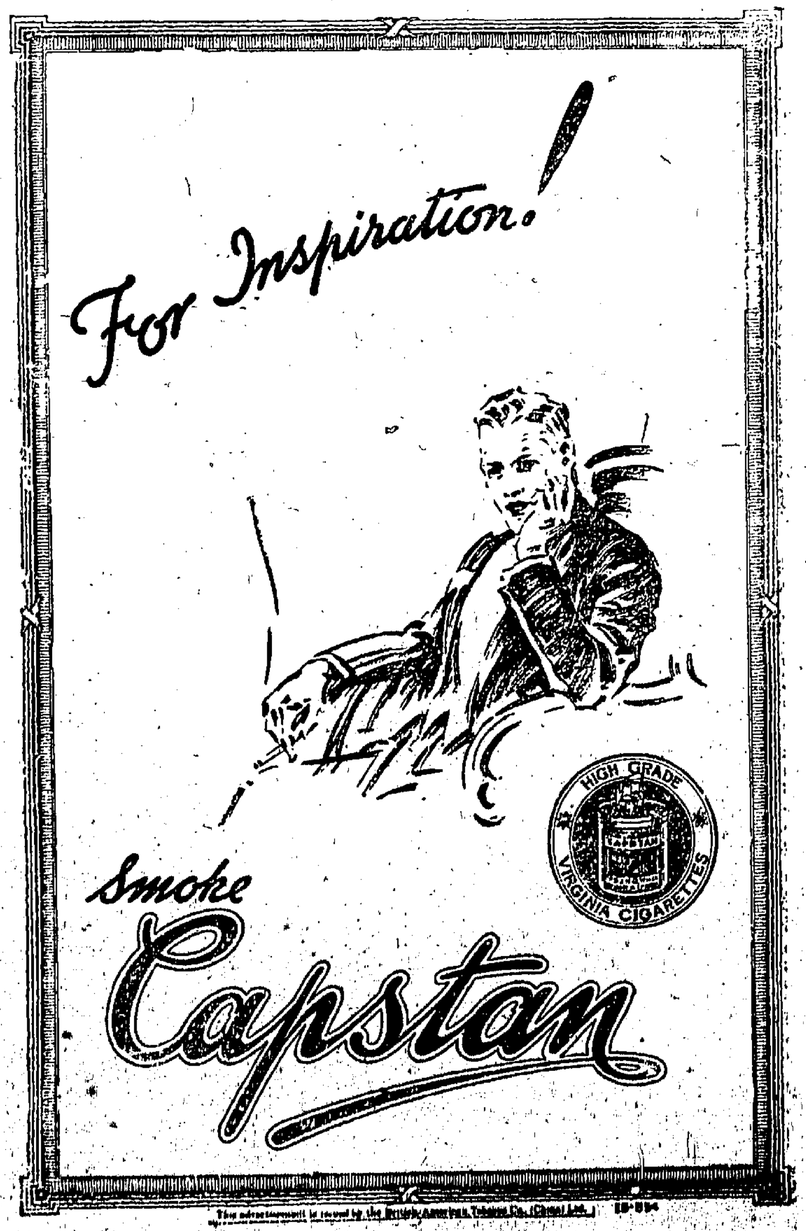

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AT THE STAR

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MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

At 2.30, 5.10, 7.15 and 9.20

To-day To Tuesday. — "Circus Rookies," a thoroughly amusing story of circus life. Featuring Karl Dane and George K. Arthur. Also Prof. Otto Hartrath and his "Singing Saw."

Wednesday To Saturday.—"The Way of All Flesh," a gripping drama portraying the struggle of soul against flesh. With Emil Jannings, Belle Bennett, Phyllis Haver and Donald Keith.

STAR THEATRE

At 5.15 and 9.20

To-day Only.—"Topsy and Eva." The Duncan Sisters' clever parody on "Uncle Tom's Cabin."

Monday and Tuesday.—"On Your Toes," a splendid comedy starring Reginald Denny.

Wednesday and Thursday.—"Tess of the D'Urbervilles." With Blanche Sweet, Conrad Nagel and Stuart Holmes.

Friday and Saturday.—"Harold Lloyd in his hilarious action comedy "Safety Last."

WORLD THEATRE

At 2.30, 5.15, 7.15 and 9.20

To-day Only. — "Ben-Hur," the famous film which cost £600,000 to produce. With Ramon Novarro and a cost of over 150,000 players.

Monday and Tuesday (At 5.15 and 9.20).—"Topsy and Eva," the Duncan Sisters' clever parody on "Uncle Tom's Cabin." (At 2.30 and 7.15, the Chinese Picture "The Four Emancipators").

Wednesday and Thursday (At 5.15 and 9.20).—"The Escape." A vivid story of night club life in a big city. With Virginia Valli and William Russell. At 2.30 and 7.15, the Chinese Picture "The Four Emancipators."

Friday and Saturday.—"On Your Toes," a splendid comedy starring Reginald Denny.

"THE ESCAPE"

Splendid Acting and Direction

Splendid direction and excellent characterisations are among the outstanding features of "The Escape," Fox Films production featuring Virginia Valli, which is to be screened at the World Theatre on Wednesday and Thursday.

New York is the locale of this modern version of Paul Armstrong's great stage hit. The production is marked by the utmost fidelity throughout. William Russell, playing opposite Miss Valli, gives one of the best performances of his career. George Meeker, well-known on Broadway but something of a new-comer to the screen, is admirably cast as the young physician who loses caste as he descends into the depths of New York night life. His portrayal is clean-cut and wholly satisfactory. Nancy Drexel, another new player, goes over remarkably well as the wilful young sister of Miss Valli.

EMIL JANNINGS

"The Way of All Flesh"

NEW DRAMATIC FILM

Motion picture makers of the world, in their search for the new and unusual in screen entertainment have been diverted from the path that will take them to their goal, according to Emil Jannings, actor-idol of the world, now hailed as the greatest thespian before the camera.

"But the way is now clear," Jannings continues and then goes on to explain his conclusion. "Epic pictures, great, sweeping, costly pageants, have for some time been considered the last word, the ultimate goal for the producer whose ambition it was to make the public and critics agree that 'Here is the greatest picture of all time.' Now the producers realise that this, to a certain extent, is an illusion.

"Picture makers now realise that what the theatre patrons want are simple, human stories; stories that give a cross section of life. Big moments in little lives, if you choose to put it that way.

"Such a picture is 'The Way of All Flesh' which has given me what I consider to be the most convincing character opportunity of my career. I felt that destiny entered its influence when I first read the story; it seemed to me that the part of August Schiller, the kindly, home-loving but humanly weak bank cashier had been created especially for me. I consider 'The Way of All Flesh' to be the result of the greatest effort, the finest work of my life, even exceeding 'The Last Laugh' and 'Variety' in dramatic simplicity, realism and humanness.

"During the filming of this picture," says Jannings, "I was inspired by those around me. Belle Bennett, who plays Mrs. Schiller, I consider to be one of the three greatest actresses the screen has even known. Never have I seen a woman give a more sympathetic performance.

"Miss Bennett's marvelous work and inspirational help was paired by that of Phyllis Haver, one of Hollywood's most beautiful actresses. With these two remarkable women heading my supporting cast and with Victor Fleming directing, 'The Way of All Flesh' could not have been otherwise than the crowning achievement of my life."

This dramatic treatment of the sacrifices of one man for his family, of his reaction to the attraction of a worldly woman, after many habit-forming years as a proud father and husband, will be shown at the Queen's Theatre from Wednesday to Saturday.

A MAD CHASE

A desperate race over the careening tops of a speeding circus train is one of the comical thrills of the latest starring vehicle for Karl Dane and George K. Arthur. The two have a mad chase with a wild gorilla on a circus train in "Circus Rookies," now playing at the Queen's Theatre. It is a hilarious romance of circus life, directed by Edward Sedgwick, with Louise Lorraine, Sydney Jarvis, Fred Humes and a notable cast. A complete circus was constructed and peopled with professional circus performers, and part of a circus programme was staged during the making of the film.

One of the most difficult moving shots ever attempted by a motion picture director appears in "The Way of All Flesh." The camera follows Emil Jannings, the star, around one room, down a long hallway and into a second room, recording every action on the way.

CINEMA CHATTER

"CIRCUS ROOKIES"

The Famous Comedy Team Again

One of screedom's most famous comedy teams, Karl Dane and George K. Arthur, the comedians responsible for "Rookies" and "Baby Mine," arrive at the Queen's Theatre to-day in "Circus Rookies," said to be the most hilarious of the season's comedies.

In this film the elongated Dane and the pint edition Arthur provide a riot of fun against a circus background, Dane as an odd-job man around the "big top," who essays his hand at lion taming, and Arthur as a loquacious, quick-witted press agent. They run afoul of each other when they both lose their hearts to a dainty, pretty tapeze artist. Louise Lorraine has the heroine role and demonstrates to a nicety the devastating effect of the feminine influence on the hearts of two wandering susceptible males. Among the other notables in the cast is Fred Humes, who takes the part of a giant gorilla in a make-up and costume that is an engineering feet. He wears a huge gorilla skin that fits over his body, the eyes, mouth, whiskers, tongue, hands and fingers all operated by an intricate set of levers inside. Sydney Jarvis, who plays the part of the circus owner, is an old-time character actor. Metro-Goldwyn-Mayer has filmed this production on a lavish scale. The entire personnel of a real circus, wintering in California was induced to appear in the regular routine life of the big show and its various specialty acts so that the picture might have an authentic background. Even the real circus tent was used, as well as the special cars in which they carry their animals about. Some of the most thrilling action of the film takes place on a train, when the gorilla escapes its cage, enters the engine cab and takes possession of the throttle, sending the cars in a mad but thrillingly funny race down a mountain side.

Phyllis Haver, playing a beautiful blonde vampire in Emil Jannings' first American starring vehicle, Paramount's "The Way of All Flesh" began her remarkably brilliant career in Mack Sennett's pulchritudinous bevy of bathing girls.

"TOPSY AND EVA"

The Duncan Sisters' First Film

After four years as one of the big successes of the American stage, "Topsy and Eva," in which the Duncan Sisters have scored so phenomenal a success, will be seen for the last time to-day at the Star Theatre, as a novelty comedy drama. Rosetta Duncan enacts the whimsical role of "Topsy," while her sister is responsible for "Eva." This adaptation of the tory of Uncle Tom's Cabin" contains more of the comedy and less of the harsh drama of the historic play. The Simon Legree of old, with his "black snake" whip, his bloodhounds, his mortgages, and greed, is maliciously active throughout "Topsy and Eva." He furnishes all the menace necessary for serious drama—while Topsy is the comedy relief. Besides the Duncan Sisters, two English actors Gibson Gowland and Henry Victor, are to be seen as Simon Legree and St. Claire respectively. "Topsy and Eva" will be shown again at the World Theatre to-morrow and Monday.

Sidney Jarvis, who plays a tough circus owner in "Circus Rookies," new co-starring vehicle of Karl Dane and George K. Arthur, started life as a concert star. He sang in London with Sir Henry Wood and his orchestra, then became a musical comedy star and thus gravitated into films.

SPECIAL MATINEE SHOWS

At The Star Theatre

Special matinee performances for children will be given at the Star Theatre on Saturdays and Sundays at 2.30 p.m. To-day's feature film is "For Heaven's Sake," with the ever popular comedian Harold Lloyd. Care will be taken to select pictures of a suitable type for the kiddies as will be noticed in the choice of to-day's film. Prices of admission have been fixed at the very low figures of 30 cts. and 20 cts.

"BEN-HUR"

The Screen's Greatest Thriller

"Ben-Hur," the film that thrilled London for a year, and added 100,000 to the ranks of cinema-goers, will be seen for the last time to-day at the World Theatre. Correction may be necessary some day, but up to the present one is safe in asserting that "Ben-Hur" is the screen's biggest spectacle and wildest thrill.

Look at that mighty chariot race — the vast throng of people, the horses champing and frothing at the mouth, the dashing drivers, the terrific riding, the accident, the wreckage, Ben-Hur's magnificent control of his White Arab team, Messala crushed beneath his chariot. And the battle between the Roman galleys rowed by sweated slaves, and a pirate craft, a scene of downright destructive ferocity. The treatment of the religious passages is delicately beautiful. But "Ben-Hur" is essentially a spectacle film, the honours going to its producer, Fred Niblo.

FAMOUS STORY

"Tess of the D'Urbervilles" for Star

Although written many years ago, "Tess" remains in constant demand at book stores and libraries. Its sales have reached hundreds of thousands and a computation of the number of library borrowers would seem almost unbelievable. The universal appeal of the powerful story is the chief factor in its ability to reach the hearts of so many readers. It is a simple tale, but never so simple as to become banal. Neilan has transferred this tale to the screen as the author wrote it. He has retained all the power, all the appeal, all the beauty of the original. The only change from the original Neilan made has been to advance the time to the present day, which makes the story far more interesting for present day consumption. The film will be screened at the Star Theatre on Wednesday and Thursday.

"On Your Toes" is one of Reginald Denny's finest pictures.

ANOTHER BIG COMEDY BOMBSHELL!

A Metro-Goldwyn-Mayer PICTURE

FASTER AND FUNNIER THAN EVER!

THE famous comedy team of "Rookies" and "Baby Milme" in another hilarious story of life under the "big top." Such fun and thrills as you've never seen before!

AN EDWARD SEDGWICK PRODUCTION With LOUISE LORRAINE.

KARL DANE and GEORGE K. ARTHUR in CIRCUS ROOKIES

ALSO, AT ALL SHOWS
PROFESSOR OTTO HARTRATH AND HIS MUSICAL NOVELTY ACT.

AT THE QUEEN'S

TO-DAY TO TUESDAY At 2.30, 5.10, 7.15 & 9.20.

An Immortal Love Story!

The Greatest Spectacle of Stage or Screen!

BEN-HUR

From the immortal novel by GEN. LEW WALLACE

Directed by FRED NIBLO

AT THE WORLD

FINAL SHOWINGS TO-DAY. At 2.30, 6.30 & 9.20.

"ON YOUR TOES"

Reginald Denny's Splendid Comedy

"The Leather Pushers" have virtually come to life again in Reginald Denny's comedy "On Your Toes," which will be screened at the Star Theatre to-morrow and Tuesday. Denny plays the role of Elliott Beresford, son of the famous "Young Evans" of "Leather Pushers" fame, while Hayden Stevenson, who made such a hit as the prize fight manager in the early two-reel comedies, plays a similar role in "On Your Toes." Barbara Worth enacts the feminine lead, with Frank Hagney, Mary Carr, Gertrude Howard and George West playing the other featured roles. The picture was directed by Fred Newmeyer, who has directed several of the recent Denny successes. "On Your Toes" is a picture for lovers of a comedy and lovers of the prize ring, told in a wholesome, humorous vein. "On Your Toes" will also be the chief attraction in the World Theatre on Friday and Saturday during the 5.15 and 9.20 performances. At 2.30 and 7.15 the Chinese Picture "The Four Emancipators" will be screened.

"SAFETY LAST"

Harold Lloyd's Famous Picture

One of Harold Lloyd's greatest comedies returns to the Star Theatre on Friday and Saturday. It is "Safety Last" which incorporates a thousand thrils, just as many laughs and a charming romantic interest. First and foremost it is the romantic story of a boy and a girl. It shows what havoc a little white lie—all for the cause of cupid—can bring. There are scenes in a department store that are rich in satire. The store was badly in need of publicity and $1,000 was offered for an idea. Harold's pal was a "human fly" and so he agreed to climb to the roof of a high building and split the money with Harold. Ah, Woe! The plans miscarried and poor Harold had to do the climbing himself. Twelve stories! Harold did it—but never had anyone faced so many hazards. The lady in the case is Mildred Davies. As the worshipping young man, Harold Lloyd puts to shame all the famous screen lovers and mingles comedy with sentiment in a delightful manner. "Safety Last" may safely be said to be Harold Lloyd funniest and most thrilling picture.

"THE WAY OF ALL FLESH"

A well known critic describes "The Way of All Flesh," which will shortly be seen in Hong Kong, as follows:—

"It is its simplicity, its humanness, its stark realism, the faithful manner in which it tells the big dramatic moment that came into the life of a kindly, common man. Wherever that picture is shown it will create thought and comment, it will send people from the theatre, silent and wondering, in an introspective mood. I feel that I have seen the summit, and masterpiece, of the motion picture maker's art."

SCREEN'S LARGEST ACTRESS

"Minnie," screendom's largest actress, appears with Karl Dane and George K. Arthur in "Circus Rookies," Metro-Goldwyn-Mayer's new circus comedy. She is a huge elephant, who before going in pictures was in vaudeville, and has played on bills with Fritzi Scheff, Will Crossey and Blanche Dayne, Gallagher and Shean, Al Jolson and many other celebrities.

FUTURE EVENTS

Films That Are Coming Here

"Man, Woman and Sin." A gripping story of love and adventure behind the scenes of a city's great newspaper. Starring John Gilbert, Jeanne Eagles, Gladys Brockwell, Marc McDermot, Phillip Anderson and Aileen Manning.

"The Crowd." King Vidor's mighty production starring James Murray and Eleanor Boardman. A modern drama of modern marriage.

"The Enemy." The sensational stage success, now a screen masterpiece. Starring Lillian Gish, Ralph Forbes, George Fawcett, Frank Currier, Karl Dane and Polly Moran.

"Wife Savers," a comedy of social ups and downs. With Wallace Beery and Raymond Hatton.

"The Man of the Range." Another thrilling picture of the West. With Tim McCoy, the popular western hero, Joan Crawford and Tenen Holtz.

"Emden," a stirring film record of the exploits of the famous German cruiser and her final battle with H.M.A.S. "Sydney." Produced with the co-operation of the German Admiralty.

"Love Hungry." A delightful comedy romance featuring Lois Moran, Lawrence Gray and Edythe Chapman.

"Hangman's House." The life story of a soldier of fortune. Starring Victor McLaglen, June Collyer, Hobart Bosworth and Earle Foxe.

AN ORIGINAL STORY

King Vidor, the eminent M. G. M. director who has given to the world of picture-goers such magnificent productions as "The Big Parade," "La Boheme" and "Bardelys, the Magnificent," has added another feather to his directorial bonnet with his direction of "The Crowd." The latter, based on Vidor's own original story, is coming soon to the Queen's Theatre and promises to prove one of the big productions of the year. It is a splendid story based on the humanities of life and containing nothing which millions of people have not experienced in their struggles for happiness.

The chief attraction at the Queen's Theatre from Wednesday to Saturday.

Sunday Thoughts

UNANSWERED PRAYER

We have yet to learn, that so much depends on the relationship between the suppliant and his God. It must be more than a mere outward expression of faith. When we live apart from God there is no fellowship, and there can be no communion. The soul that is not seeking cannot hope to find Him. That is one great reason why men find the religion of Jesus Christ unsatisfying who are really trying to live near to God, faced with this same difficulty. Why should this be? Is not the answer found in the neglect of scriptural holiness? The Testament is the Christian's true guide to holy living. We must search the Scriptures to understand the words of our Great Teacher. There we learn what our spiritual condition must be if we would claim His promises. There must be perfect communion with Him. We must abide in Him, and be so filled with the spirit of His words, that they abide in us. Then, answered prayer depends on our obedience. We may not go on wilfully breaking His commandments, and at the same time receive what we ask for: 'Whatsoever we ask we shall receive of Him, because we keep His commandments.' We must have confidence in Him, and learn to say 'Father, if Thou be willing. ..' The New Testament will also teach us how to ask. We must believe in His power and willingness to help. Our belief must be unwavering. Too often we lose God's leadings, while hesitating over our own opinions. Above all, we must ask in the name of Christ. It is easy to name Christ in prayer; but not so easy to pray in the name of Christ. That means to regard Him as having purchased this privilege for us, to pray in the strength of Christ; to pray in the virtue of His mediation and intercession. That is not easy; but unless we do pray like that we do not pray at all. To learn to pray like that, we must go back reverently and studiously to the Book that testifies of Him.

LIFE IS A DREAM

Can death be sleep, when life is but a dream,
And scenes of bliss pass as a phantom by?
The transient pleasures as a vision seem,
And yet we think the greatest pain's to die.
How strange it is that man no earth should roam,
And lead a life of woe, but not forsake
His rugged path; nor dare he view alone
His future doom, which is but to awake.

—Keats.

THINGS THAT LAST

You will find as you look back upon your life that the moments that stand out when you have really lived, are the moments when you have done things in a spirit of love. As the memory scans the past, above and beyond all the transitory pleasures of life, there leap forward those supreme hours when you have been able to do unnoticed kindnesses to those round about you, things too trifling to speak about, but which you feel have entered into your eternal life. .. .. Everything else in our lives is transitory. But the acts of love which no man knows about, or can ever know about—they never fail.

—Henry Drummond.

ROSARY CHURCH

To-day (Sunday).—Sunday (Vacant).—Epiphany of Our Lord., Mass 6.30, 7.30, 8.30 and 9.30 a.m.

To-morrow (Monday).—St. Lucian, Priest and Martyr., Mass 6.30 and 7.30 a.m.

Tuesday.—St. Severinus, Abb., Mass 6.30 and 7.30 a.m.

Wednesday.—St. Julian, M., Mass 6.30 and 7.30 a.m.

Thursday.—St. William, Bp., Mass 6.30 and 7.30 a.m.

Friday.—St. Hyginus, P. and M., Mass 6.30 and 7.30 a.m.

Saturday.—St. Satyr, M., Mass 6.30 and 7.30 a.m.

Catholic University

Honorary degrees of Doctor of Laws were conferred upon President and Mrs. Coolidge by the Catholic University of America at Washington. On their right in the picture is Rev. Hugh James Ryan, the newly-installed Rector of the University.

You Can Double the Value of Your Smile

This NEW WAY gives "off-color" teeth dazzling whiteness and makes your gums firm and healthy

THOUSANDS of people discover that teeth thought naturally "off color" are actually dazzling white. A film coat makes them lustreless and dull. When you remove it the new way teeth take on a brilliance that amazes. Gums grow firm and coral pink.

Here is a simple test that shows what the new way can do for you.

Just run your tongue across your teeth. And you will feel that film. It is the great enemy of pretty teeth and healthy gums.

It clings to teeth, gets into crevices and stays. It forms a breeding place for germs. And germs, with tartar, are the chief cause of pyorrhea.

Ordinary brushing fails in successfully removing film. Under film are the clear, whiter teeth you envy.

Now modern science has perfected an effective film combatant called Pepsodent. It acts to curdle film, then removes it. It firms and protects gums; beautifies teeth quickly and *correctly*.

Please Accept Test Tube

To prove results, send coupon for 10-day test or buy a tube—for sale everywhere. Do this now for your own sake.

W. S. Sherly & Co., Dept. CHS, 6, Queen's Road, Central, Hong Kong.

10-Day Tube Free

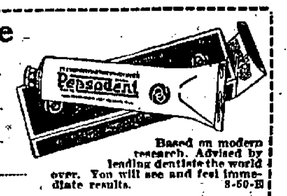
I enclose 3 cents in postage stamps for 10-day trial tube of Pepsodent.

Name .....

Address .....

City .....

Give full address. Write plainly. Only one tube to a family.



Based on modern research. Advised by leading dentists the world over. You will see and feel immediate results. 8-50-E

From London Town

AS GOOD AS EVER

Fleet-street, Dec. 4.

The assertion that the youth of the nation were not quite what their parents were was disputed by Field-Marshal Sir George Milne, Chief of the Imperial General Staff, when he opened the new premises of the Bedford School Club for Holborn boys in London. Sir George said that if the younger generation were not so good as their fathers and mothers were in their young days it was an insult to the parents. Sir George Branson declared that the club's aim was to secure healthy minds and healthy bodies. An institution such as theirs kept boys out of trouble and helped them to become worthy citizens.

* * *

Decrees Nisi

Decrees nisi have been granted to the petitioners in the following cases:—Mrs. Hilda Annie Jenkinson, Daffodil-street, Wormholt, N.W., formerly of the New Star and Garter Hotel, Richmond, Surrey, v. Mr. Walter G. Jenkinson. He was a waiter at the time of the marriage in 1921. Mrs. Violet Naude, Nelson-road, Leigh-on-Sea, v. Mr. Reginald Francois Naude, a professional singer and a member of a travelling concert party. Mrs. Lily Frances Darwell Stone, at one time of Arlington-gardens Chiswick, and now of Maida Hill, W., v. William Darwell Stone. Last January the wife said she suspected her husband was on friendly terms with a girl friend. Leading Aircraftsman Leonard Samuel Binns, R.A.F., stationed at Kenley, v. Mrs. Frances Emily Binns and a man named Wilkinson. Married in September, 1924, the next day the husband sailed for Iraq. He received affectionate letters from Mrs. Binns until early in 1926. When he came home he traced his wife to an address at King's Cross, London.

* * *

Discovered Letters

Mrs. Constance Valentine Loasby, v. Mr. William Loasby, a motor engineer, who left her to reside with another woman at Hadley-road, New Barnet. Mrs. Marguerite Isabel Thomasson, Palace-mansions, Palace-street, W., v. Mr. John Franklin Thomasson. The couple were together for ten years. In February last she discovered that he was running another establishment at St. Augustine's-mansions, London. Mr. Harry Carr Brion, The Bungalow, Tiptoe, near Hordle, Hants, v. Mrs. Annie Elizabeth Carr Brion, formerly of Victor-road, Lymington. Mrs. Florence Eleanor Phillips, West Endlane, Hampstead, N.W., v. Mr. William R. Phillips. After discovering letters from another woman in his pocket the wife had her husband watched and traced to a flat.

* * *

Big Jobs

Lord Inverforth, better known as Mr. Andrew Weir, has been baulked in his desire to be chairman of the wireless merger; but, as a consolation, he is to have the chairmanship of the managing committee. Sir John Pender and Mr. Kellaway will be managing directors of the joint concerns. Lord Birkenhead is to be chairman of the Communication Company. The post will be worth £5,000 a year. This is a temporary arrangement. Later on it is anticipated that he will be head of the whole concern.

* * *

Road Safety

With the object of diminishing road accidents, a Bill has been introduced in the House of Lords by Viscount Cecil of Chelwood. This Bill proposes—1. To require all drivers to take out a licence after examination of their skill and physical fitness. 2. To require all motor vehicles to be provided with a mechanical check on their speed, 3. That regulations should be made requiring cars to be constructed with such appliances as will conduce to saftey. 4. No licence to drive shall be issued to any person unless and until he takes out an insurance against third-party risks. 5. That the Minister of Transport should make regulations for avoiding accidents on the precedent of the regulations to prevent collisions at sea. 6. That the highway authorities may make such alterations in the level of the road as will prevent excessive speed at dangerous points. It is believed that such devices have been adopted in certain countries without serious inconvenience to the users of the road and with beneficial results in the matter of safety. 7. That all persons convicted of dangerous or incompetent driving are to have their licences suspended automatically, unless the Court before whom they are tried shall for definite reasons order otherwise.

* * *

Pastor's Zeal

The revelation that he and his wife sold up personal belongings, including their wedding presents, in order to provide funds to enable him to enter Bristol College for the ministry is made by the Rev. Henry Atkinson, pastor of Muswell Hill Congregational Church, on the occasion of the twenty-fifth anniversary of his ordination. Mr. Atkinson stated that his father died when he was seven months old and his mother died a few years later. Brought up by his grandfather, the young man had entered the business world and married, and at the age of twenty-one years had a business of his own. Mr. Atkinson was fired with an evangelical zeal, and with the co-operation of Mrs. Atkinson decided to risk it and go for the ministry. They sold up their personal belongings, including their wedding presents, for him to do so.

* * *

Their Happy Lot

The Home Secretary has given to Lady Astor, M.P., particulars of the pay and allowances of the Metropolitan police. Constables are paid £3 10s. to £4 10s. weekly, according to length of service, and additional increments of 2s. 6d. weekly may be granted subject to good conduct and efficiency after seventeen and twenty-two years' service. Sergeants' weekly pay is from £5 to £5 12s. 6d., station sergeants, £5 15s. to £6; inspectors, £6 5s. to £7 5s.; subdivisional inspectors, £7 10s. to £8 2s.; chief inspectors, £8 9s. to £9 13s. All ranks are supplied with quarters or an allowance in lieu, equal to the actual amount paid in rent and rates up to a maximum of, in the case of constables, 15s. 6d. weekly, sergeants and station sergeants 18s., and inspectors £1 3s.

* * *

What The Women Get

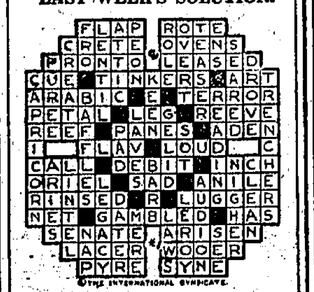
Allowances are paid to C.I.D. detectives of 5s. weekly in the case of constables, 7s. 6d. to sergeants, 10s. to inspectors, and 12s. 6d. weekly to chief inspectors. Officers of the C.I.D. and uniform policemen, if employed in plain clothes, also receive allowances—5s. weekly to constables and sergeants, and 6s. 2d. to inspectors. Superintendents receive salaries of from £550 to £700 annually, with a maximum of £90 per annum rent aid, and other allowances. Women constables receive from £3 to £4 weekly, according to length of service, and additional increments of 2s. 6d. weekly may be granted subject to good conduct and efficiency after seventeen and twenty-two years' service. Women sergeants are paid £4 10s. to £5 weekly, and inspectors £5 4s. to £5 16s.

* * *

Bad Example

Mr. Baldwin is to be questioned and attacked from all quarters of the House because, side by side with his appeal to employers to employ more men and to refrain from dismissing members of their existing staff, he is allowing wholesale dismissals to take place in the various Government departments. Mr. Monteith Erskine, Conservative Member for Westminster, is raising the question of a number of ex-Service men who are being dismissed from the Army Clothing Factory at Pimlico. He points out that these men, some of whom hold supervisory positions, are in the category of permanent Civil Servants, and in view of this, he asks that their position should be reconsidered.

LAST WEEK'S SOLUTION.



A WEEK'S PAPERS IN ONE

"OVERLAND CHINA MAIL" ILLUSTRATED.

CHINA NEWS, LOCAL NEWS AND *ALL* THE NEWS

SEND IT HOME!

Importance was attached by the leading papers at Home to this week's developments in China. It shows that interest is not waning. In fact, at this stage, with several epoch-making events to chronicle, there is an abundance of China news which will make welcome reading, in detail, to people in other parts of the world.

The Nationalist flag has gone up in Manchuria, indicating (at least) the nominal extension of unification to outside China Proper. The Disbandment Conference has opened. Mr. Edwardes has sent in his resignation as officiating Inspector-General of the Chinese Maritime Customs. His action was followed by figures showing a record year of revenue, due to the boom in imports to avoid, as far as possible, the higher Tariff to come in force on Feb. 1.

The "Overland China Mail," the only illustrated weekly news budget published in Hong Kong, contains informative articles and reports concerning these matters.

"Local" news is also fully "covered," among which are occurrences such as the three Police raids on alleged Communists in the Colony, the sentence to death of a man convicted of taking part in the piracy of a British ship, the trouble among the complement of the British s.s. "Darcoila," and how Hong Kong spent the remainder of the festive season.

READY NOW.

Mail via Siberia at 5.00 p.m. on Monday.

SINGLE COPY ..... 25 Cents.

[Sold on the streets and at the bookstalls or you can send your subscription to the office.—H.K. $13 per annum, or $15 including postage abroad, half-yearly, quarterly, or specific periods pro rata.]

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"THE OVERLAND CHINA MAIL."

BRINGING UP FATHER.

THE MOTORISTS' PAGE

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ALL ACCESSORIES AND SPARE PARTS IN STOCK.

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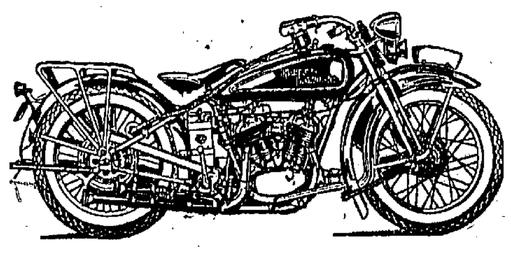
THE LATEST 1929 HARLEY-DAVIDSON.



A NEW WONDERFUL 45 TWIN.

Here it is! The 45 Twin, the Motor-Cycle Magnificent, that the world has been waiting for Harley-Davidson to build.

And such a Motor-Cycle! Great Acceleration—Smooth Gliding Power—Quiet Speed that leaves he parades of cars far behind. Above all, a Motor-Cycle easy to handle, a comfort and a pleasure to ride. Everything you would expect in a 45 with the Harley-Davidson name on the tanks. Features Galore that stamp it the peak of modern Motor-Cycle engineering.

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A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

OUR WEEKLY CHAT

On Cars, Trucks, Cycles And Accessories

NOTES FROM THE FACTORIES

[By "Super-Six."]

Economy Prevails

Approximately half of the cars in use in Germany at the present time are rated at 6 p.h. or less.

* * *

Egyptian Motor Exhibition

Arrangements are being made to hold a motor exhibition in Cairo from January 23 to February 6 next.

* * *

Once Round

Roads of Britain graded as first-class by the Ministry of Transport total 25,000 miles (the distance round the Equator).

* * *

Born in 1900

The National Automobile Chamber of Commerce of America is organising a competition for old cars built before 1900.

* * *

Italy's Show

The Italian Motor Manufacturers' Association has decided to hold an international motor exhibition this month, probably in Rome.

* * *

Taxis Worst

During a recent month 3,171 summonses in respect of breaches of the motoring regulations were issued in Berlin. The biggest offenders were the taxicab drivers.

* * *

Motor Competition

The chairman of the Southern Railway said recently that his company had lost between £400,000 and £500,000 annually for several years past through road competition.

* * *

London's Last

An interesting reminder of bygone days still exists at College Road, Dulwich, where the last toll gate in London survives. A toll of 3d. is still inflicted on cars using this road.

* * *

Paris Octrois to Go?

The duties levied at the Paris octrois on petrol are, it is reported, to be abolished. It is considered that the delays caused to motorists are more costly than the small return obtained in the taxes.

* * *

H. O. Calling

A police box now being tested by the Manchester Police has a light above it controlled from headquarters. When illuminated it informs the constable on that beat that headquarters wish to communicate with him.

* * *

Latest Ford Transportation

Mr. Henry Ford is said to be contemplating building an English village near his home at Dearborn, and he is going to erect a cottage hundreds of years old which he took to America from the English Cotswolds.

* * *

A German Industry

German car production increased from 37,000 in 1926 to 60,000 last year. About 70,000 units are expected to be produced in 1928. Financial stringency in Germany has resulted in a demand for very low-powered cars. Only about 6.5 per cent. of German production was exported in 1927, mainly to other European countries.

* * *

Decline of the Gee-Gee

The latest census of road traffic in Coventry, England, reveals the remarkable fact that motor car and motor van traffic has increased by 124 per cent. For other classes of mechanical vehicles the increases are as follows: Motor 'buses, 48 per cent.; heavy lorries and tractors, 29 per cent.; motor cycles, 121 per cent.; and trams, 15 per cent. Horse traffic shows a decrease of 54 per cent.

* * *

For Ladies Only

Lady drivers only were admitted to the 750-mile endurance test, under the control of the Polish Automobile Club, which started from Warsaw and included the towns of Cracow and Lemberg. Conditions were difficult, for all cars had to be fully equipped, and to carry the full number of passengers, including an official observer. At the end of the second stage there was a two-kilometre hill climb, and on the third and last stage a kilometre speed test, standing start. First prize was won by Madame Regulska, driving a 9 p.h. Fiat two-seater sports model.

Ready Wit

M. Andre Citroen, the millionaire motor car manufacturer, has a ready wit. The King of Spain once twitted him with driving a Hispano, and asked why he did not drive one of his Citroens. "Oh, your Majesty, they are all sold," replied M. Citroen.

* * *

General Motors' Head

Mr. A. N. Lawrence, managing director of General Motors South African, Ltd., is at present staying at the Carlton Hotel, Johannesburg, during a short business visit from Port Elizabeth. He is accompanied by Mr. M. A. Flannery, General Sales Manager.

* * *

Accidents in America.

At the session of the National Safety Congress, held in New York on October 2, it was stated that one out of every four accidental deaths in the United States are caused by motor cars, and the question was raised whether the present facilities for the protection of the public on the highways had not been swamped by the recent increase in the number of cars in use.

Deaf and Dumb Dinner

When a guest at a banquet, given by the Graham-Paige Motors Corporation in New York last January, Sir Herbert Austin was struck with the way the speeches were promulgated by being thrown on a screen, and he carried out this same idea at the annual Austin dinner in Birmingham recently.

* * *

Fined for Filling Up

The question of parking in France is a very vexed one at the present time, the rules providing that cars shall not be allowed to stand on the public highway except in cases of necessity. The word "necessity" is, of course, open to various interpretations. A motorist was recently convicted for allowing his car to stand while filling up from a petrol pump, the argument being that, in the legal sense of the word, it was not "necessary" to take in fuel!

* * *

Round the World Tour

Two English women are attempting to drive round the world alone in an Austin Seven. They recently sailed from Southampton for New York, where they will set out to cross the United States to San Francisco in 24 days. Their personal luggage has been packed into one suitcase, and in order to economise in space, silk garments have been chosen wherever possible, owing to the small space into which they can be folded. They anticipate being back in England in April or May next year.

Big Business

Over £4,000,000 worth of Austin cars were sold this year by the five principal distributors in England.

* * *

Teaching Pedestrians

Budapest is considering teaching the traffic laws and how to cross the street in the schools, owing to the increase in the number of accidents to pedestrians.

* * *

Keeping the Cold Out

The American Industrial Alcohol Insititute states that more than 30,000,000 gallons of alcohol for anti-freeze radiator preparations will be required this winter in the United States

* * *

Dunlop's Huge Resources

Following a recent acquisition of properties in Canada and Japan, the Dunlop Rubber Company is stated to control an organisation with a capital of no less than £40,000,000.

* * *

Faults Afoot

Figures produced by the assistant chief constable in Liverpool show that out of a total of 1,262 persons injured, pedestrians were to blame in 656 cases, whereas motorists were held responsible for only 294.

* * *

Dangers of Monza

A report recently issued states that the safeguards for the protection of the public along the straight at the Monza racing track, near Milan, are inadequate. Twenty-two people were recently killed there when a racing car got out of control.

Racing Driver Killed

Fred Comer, the veteran racing driver, was killed during a 200-mile race on the Rockingham Speedway (U.S.A.) in mail week. Five other cars were in collision during the race, which was stopped during the forty-sixth lap.

* * *

Ugly Garage Boycott

A suggestion recently put forward in connection with beautifying the English countryside was that motorists should be invited to take a formal pledge not to buy petrol (except in an absolute emergency) from any garage which disfigures its surroundings.

* * *

Cheaper Tyres

The general downward tendency in tyre prices in recent years is clearly revealed by an examination of the biennial census of tyre production taken in the United States. The figures for 1927 which have just been published show that whereas there was an increase of 8.1 per cent. over 1925 in the number of motor car covers produced, the total value decreased by 3.5 per cent.

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Studebaker builds four great lines of cars—The President Eight (50,000 miles in 26,526 minutes); The Commander (25,000 miles in 22,968 minutes); The Director (5000 miles in 4751 minutes); The Erskine (1000 miles in 984 minutes). Each is backed by Studebaker's 12-month guarantee.

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STUDEBAKER

THE GREAT INDEPENDENT ESTABLISHED IN 1852

MASTER MODELS

Buick on Different Wheel Bases

ANNIVERSARY CARS

Unlike last year, Buick is now known as the Master Six on three different wheelbases. The smallest model has a wheelbase of a shade under 116 inches, the next 121 inches, and the third 129 inches, and they are thus known respectively as series 116, 121, 129.

Series 116 has a bore of 3 5-16ths ins. and a stroke of 4 5-8ths ins., giving a piston displacement of 239.1 cubic inches, and an R.A.C rating of 26.33 horse-power. The brake horse-power is 74 and 2,800 r.p.m.

Series 121 and 129 have the same power unit, viz., a bore of 5-8ths ins., and a stroke of five inches, giving a piston displacement of 309.6 cubic inches and an R.A.C. rating of 31.54 h.p. and 91 brake horse-power at 2,750 r.p.m. In each case, however, the compression is the same—4.3 to one.

It is claimed for these new Buick models that there has been a tremendous increase in power. This has resulted in lightning acceleration, greater speed, and fine hill-climbing ability.

To many motorists these will be the outstanding features about the "Silver Anniversary" Buick, but the makers claim that performance typifies, rather than sums up, the points of superiority of this new Buick over previous models. Unquestionably the cars have a greater beauty and provide more comfort and luxury.

Larger Car

From the brief specifications just given it will be seen that the new Buick valve-in-hand six cylinder engine is larger than the previous ones. This does not imply merely a greater bore and stroke, but the camshaft and valve mechanism have been improved, as also has the intake manifold and the fuel supply system which now incorporates a petrol pump instead of the vacuum system. The carburetion is better, and crankshaft, piston pins and connecting rods are all larger, and the main bearings are now steel backed.

Every unit of the car has been advanced equally with the engine. The chassis itself is stronger, and is built of heavier gauge steel. Cross members have not only been made more sturdy but have been increased in number. The transmission, clutch and universal joint have all shared in this strengthening process to cope with the increased power and speed, and it is interesting to note that the extra sturdiness in the components has been obtained by the use of stronger and more expensive material rather than by increase in weight.

Side View

One of the most interesting mechanical developments is the incorporation of the petrol pump. This, as stated before, eliminates the vacuum tank and ensures a proper fuel supply to the engine even under exceptional conditions, such as climbing long grades with the throttle open, or at high speeds for a long distance. The pump is mechanically driven and is simple in operation.

These mechanical advancements are in accord with the improved lines and the enhanced appearance of the bodies. From every angle the "Silver Anniversary" Buick presents a new and distinctly individual appearance. From the front, one notices the deep radiator, the new radiator cap, large one-piece fenders, distinctive headlamps with chrome plated posts, the cowl lamps and other pleasing details.

The side view is equally pleasing. The long, low lines are made possible by the Buick double-drop frame. The new front and rear fenders, twin fender wells for two spare tyres, the massive wheels and tyres, the polished running board binding, the sun visor and the deep rounded body and roof lines form an attractive ensemble. Even from the rear the "Silver Anniversary" Buick has a decidedly impressive appearance. The body is 2 inches wider, which gives the car a lower appearance, and the rear end of the frame and petrol tank are completely covered. A handsome new combination stop, back-up and tail lamp is balanced by a convenient new petrol tank filler.

There is more head and seating room in the new Buicks. Rear seats are two inches wider, which provides ample room for three passengers. Across the front, too, the bodies are wider, giving added vision. All the closed models have adjustable driver's seat, operated by a simple turn of the handle, so that it is not necessary for driver or passenger to move while the seat is being adjusted. There is a new instrument panel, longer and more convenient operating levers, a new accelerator foot rest and a new steering wheel. Rich upholstering and carpets are set off by new design body hardware that makes the interiors of the cars equally as distinctive as the exteriors.

All the "Silver Anniversary" Buicks have the same uniform design. They differ only in wheelbase and engine size. Otherwise they are identical. Every one embodies the same basic principles, every one shares in the advancements.

Basic Buick Features Retained

Another important point to remember is that while interest is now centred on these important new developments, the "Silver Anniversary" retains the past features of previous models. It is powered by the Buick valve-in-head six-cylinder engine. It has the Buick counterbalanced crankshaft; the Buick crankcase ventilator, that eliminates oil dilution; the triple seals for the engine; air cleaner, petrol strainer, and oil filter; rubber mountings for the engine; automatic carburetter heat control; the multiple disc clutch; the torque tube drive; the sealed chassis, protected at every angle against water and other foreign matter; the floating type rear axle; the double-drop frame; the four-wheel brakes and the Buick cantilever rear springs.

TIPS ON TOURING

Much joy is linked up with the preparations for a motor car tourisg holiday. Map studying and itinerary making share with mechanical overhauling in making the last few days before the start a period of feverish enthusiasm and anticipation. Packing is the big problem, and like most difficult tasks it is often left to the women of the party.

The best way is to carry out a dress rehearsal the day before starting. It will inevitably be found that there isn't room for everything, and a revision of luggage arrangements on the morning of the start is irksome.

First, it is better to make a list of the things which each member of the party wants to take, as many separate lists as there are members. There will be barely room for essentials; in fact, asy articles or garments which are not vitally necessary from day to day are better sent on by train to some large town through which it will be necessary to pass within a day or so of a given date. At these halts soiled linen and so forth can be sent home. Several such towns, suitably spaced through the rough itinerary, can be selected.

Various ills can be caused by unscientific packing. If the rear carrier is overloaded, the car will be heavy and uncertain to steer, and even dangerously unstable on loose or greasy surfaces.

On the other hand, trunks, suitcases, or—worse still—haphazard parcels carried in the interior of the car will seriously interfere with the comfort of the passengers.

Anything in the nature of restriction of movement of the feet or arms is fatal to full enjoyment, and it is really wise not to carry the car's sominal complement of passengers. A five-seater with only three aboard leaves just that little latitude which makes all the difference. Luggage exposed on the rear carrier should be protected from rain and dust by waterproof sheeting.

Even though the more important meals are taken in hotels, it is often more enjoyable to have tea in a quiet, shady spot—and comforting, moreover, to have the means of obtaining a real home-made cup of tea at any hour of the day. A petrol stove, a combined kettle and teapot, and the necessary raw material are infinitely preferable to a vacuum flask for the purpose.

The Coventry Motor Cycle Football Team, who are touring on the Continent, recently defeated a Vienna team by 10 goals to nil.

FUEL WASTE

Neglect of lubrication is the cause of much waste of petrol in privately owned cars. A labouring engine, it will be readily understood, makes unduly heavy calls on the fuel supply.

It is not possible for the ordinary passenger car user to tune up his machine to its maximum capacity, but he can watch the points upon which the expert tuner relies for efficiency, and by this means can keep the machine in reasonably good working order. With poor compression, the motor cannot develop full power, and if the cylinders are scored there will be excessive oil consumption. Badly fitting piston rings or valves or leaks around the spark plugs militate against full engine power. Much is to be gained by adjusting the valve tappets correctly. It is necessary to keep the crank case oil fresh, and care must be taken to get only oil of a suitable grade. If the cooling system is not kept clean it will act tardily and weaken the efficiency of the engine and cause over-heating. Failure of a correct mixture in the carburetter will follow, causing late firing.

In the U.S.A. more than 55 per cent. of the cars are owned in towns of ten thousand inhabitants or under.

OIL

When It Is Thinned Down

Periodic drainage of the oil reservoid is one of the most important details in the efficient operation of a car. Upon examination of the old oil in the crankcase you will probably find that it has been thinned in use. Chemical analysis would show the presence of a varying percentage of fuel (motor spirit), depending chiefly upon the way your car is operated, the length of time the oil has been allowed to remain in the crankcase, and the condition of the engine.

In making use of the carburetter choke valve to start the engine, a large amount of fuel is drawn into the manifold and cylinders. Only the lighter and very volatile portions of this evaporate to form the explosive mixture. Part of the remaining liquid fuel mixes with the lubricant on the cylinder walls, and works down by the rings on the compression stroke, escaping into the crankcase and diluting the oil there. The remainder, and by far the larger part, is blown out through the exhaust and is wasted.

When the liquid fuel has mixed with the lubricant oil on the cylinder walls and in the crankcase the body and lubricating value of the oil are decreased, practically in proportion to the amount of fuel present.

Hence the necessity for draining the crankcase.

If your car is new, drain the crankcase after the first 250 miles of travel. Thereafter drain every 1,000 miles during summer and every 500 miles during winter.

When draining of the crankcase oil is neglected in winter weather, serious trouble may also result from an accumulation of sludge, which may cover up screens or stop up the oil lines or drillings, cutting off the oil supply and causing burnt out bearings.

On commercial vehicles drain every 750 miles in summer and every 500 miles in winter.

CARRYING A FUNNEL

Useful as it may be to carry a small petrol funnel on the car, many owners do not do so on account of the difficulty of accommodating one in the tool locker.

An excellent plan is to clip the funnel to the front of the dashboard, where it is not likely to be damaged and will be quite out of the way until wanted. A strip of sheet metal should be soldered on to the edge of the funnel and bent over. A second metal strip may then be bent to receive the first and secured to the dash, whilst a short leather strap, also attached by means of screws, should be arranged to accommodate the nozzle of the funnel. The idea is quite simple to carry out, and the materials needed are usually to be found lying about in the average private owner's garage.

LOOSE LAMP BULBS

It is sometimes found that head and side lamp bulbs are a loose fit in their sockets with the result that the lamps "blink" owing to road vibration causing imperfect contact.

The trouble may be remedied by adding small blobs of solder to the metal contacts on the bases of the bulbs. Bulbs of the double-contact type have two metal studs on the base, and when the solder is added care must be taken that electrical connection is not made between the two studs. After adding the solder it should be filed down until the spring contacts of the lampholder bear with a firm pressure on the metal studs of the bulb.

THE MAGNETO

On some cars the magneto is in rather an exposed position, and misfiring and similar troubles may result if the magneto is not proof against the effects of moisture.

If it is found that in heavy rain water is apt to get into the magneto, a cure can usually be effected by smearing vaseline or very thick grease around the edges of the contact breaker and distributor covers. The seating compound should also be smeared around the parts where the high-tension cables enter the distributor casing.

Experiments recently carried out in America show that heat plays a remarkable part in tyre life. It was shown that a tyre which has an effective life of 10,000 miles at a temperature of 40 degrees Centigrade would last only 5,500 miles at 60 degrees, or 2,000 miles at 100 degrees.

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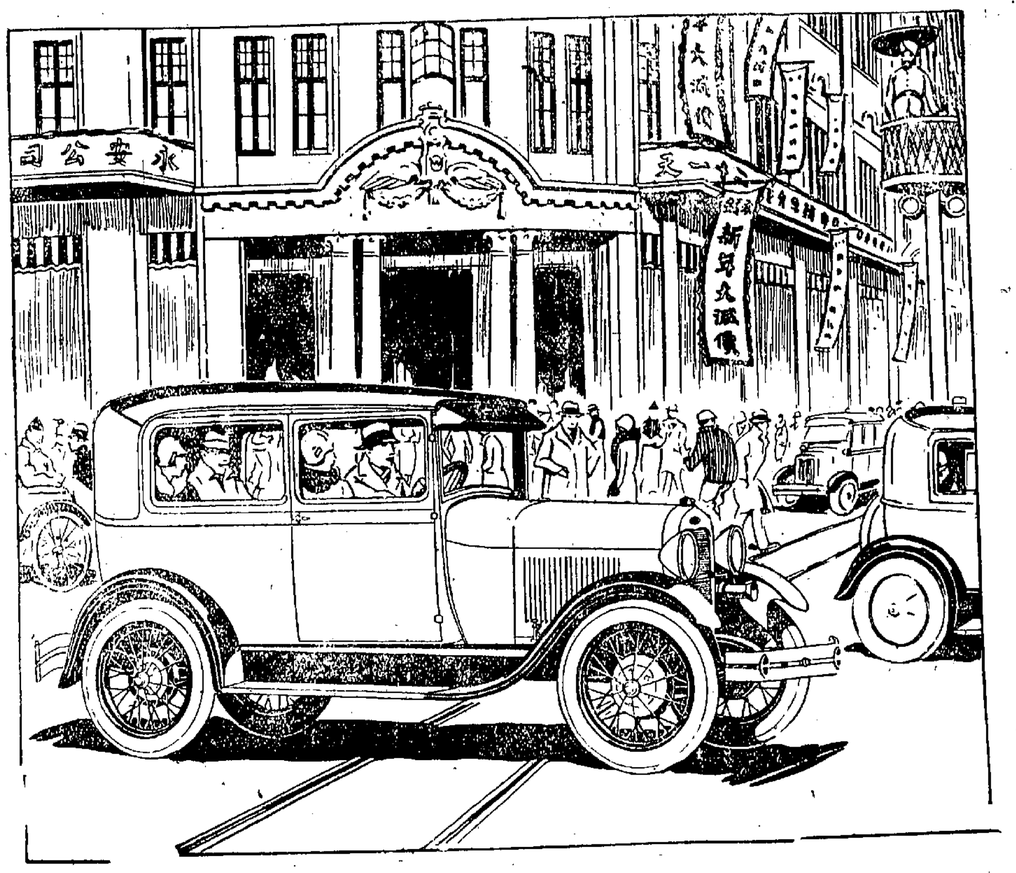

Hong Kong Price: H.K. $1,790.00.

(Including spare tyre and bumpers)

THE service obligation of the Ford Motor Company and its dealer organisation is now growing at the rate of over 6,000 cars a day. It is to these new car owners that this message is addressed.

THE new Ford is a remarkably fine car for one that costs so little. It is simple in design, constructed of the finest materials, and built to unusually close measurements.

THESE are the reasons it performs so wonderfully. These are also the reasons its service requirements are so few and the upkeep cost so low.

WHEN you receive your new car, the dealer will explain the simple little things that should be attended to at regular intervals to insure the best performance. He will also tell you something of his own facilities for doing this work promptly and at small cost.

WITH the purchase of your car, you are entitled to Free Inspection Service by your dealer at 500, 1,000 and 1,500 miles. This service is due you and we urge you to take full advantage of it. Proper care during this breaking-in period means a great deal to the life of your car.

INCLUDED in the free Inspection Service is a check-up of the battery, the generator charging rate, the distributor, the carburettor adjustment, lights, brakes, shock absorbers, tyre inflation and steering gear. The engine oil is also changed and chassis lubricated.

NO charge whatever is made for labour or materials incidental to this inspection service, except where repairs are necessary because of accident, neglect, or misuse.

THE labour of changing the engine oil and lubricating the chassis is also free, although a charge is made for the new oil.

WE believe that when you see the good effects of this inspection you will continue to have it done regularly throughout the life of your car.

DO not rely on your chauffeur only to look after your car. You will find the Ford dealer with his skilled mechanics very helpful in keeping your car in good running order for many thousands of miles at a minimum of trouble and expense.

HE operates under close factory supervision and has been trained and equipped to do this work promptly, thoroughly and economically.

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SHANGHAI

THE OLD BRIGADE

Veterans Trek To The Sea Coast

LONDON-BRIGHTON

Crowds thronging thickly in the roadway and leaving just a narrow lane along which quaint and primitive-looking little cars bang and rattle their noisy way. Such is one's impression of the Veteran Cars' Run to Brighton on November 18, and, lest any should feel inclined to scoff, let it be said at the outset that of 34 cars, all at least 25 years old, which started on the great adventure 30 arrived at Brighton.

The event was organised by "The Autocar," in conjunction with "The Daily Sketch" and "Sunday Graphic," to celebrate the 32nd anniversary of Emancipation Day, November 14, 1896. It is to Mr. Robert W. Beare, motoring Editor of "The Daily Sketch," that credit is due as being the author of the original suggestion of the event.

Popular interest in the run, which was organised by the R.A.C., was amazing. It overwhelmed one. Even at the comparatively early hour of 8 a.m. there were long lines of modern cars drawn up along the north and east carriage roads of Hyde Park, so that the occupants could see the ancient warriors pass, while at the official starting point, Westminster Bridge, there were serried ranks of spectators of all ages and all conditions. In fact, some hundreds of thousands of spectators must have made a special point of being at some place on the route to see the historical vehicles pass by.

Actually the cars started from the Lex Reservoir Garage, Notting Hill Gate, at 8.15 a.m. What a puffing and wheezing was heard as the ancient engines were coaxed and cajoled to awake! Some had received the administrations of their owners-driven nurses through the long flight; Mr. R. O. Shuttleworth, for example, was still working on his 1897 Panhard Levassor when his observer arrived preparatory to the start, which is not altogether to be wondered at, since he only recently purchased the car for, it is said, 25s.

Early Troubles

On the way to the official starting point, where times were taken, more than one of the cars which left the garage experienced trouble, and Mr. D. C. Bell's 1896 Benz came to rest on the slight rise at Notting Hill Gate, although it gamely restarted and passed into Hyde Park at the Victoria Gate. It was somewhere in the Bayswater-road also that Mr. Shuttleworth's Panhard Levassor lost its water pump drive without advertising the fact. The pump is driven by a friction pulley in contact with the flywheel, and the pulley became detached, while the car forged ahead in style. It was not, indeed, until the car had passed out of Hyde Park and down Constitution Hill and the Mall to Story's Gate that the loss was discovered, when the crew stopped to investigate other trouble, and then a cyclist rode up with the erring pulley, which was promptly put back into commission.

One unfortunate, Mr. B. J. Smyth Wood, on a 29-year-old Renault, experienced trouble dire even earlier, for at Hyde Park Corner a rearwheel collaped. The incident is best told, however, by official observer's log, which humorously reads as follows:—

Stops.—One only (involuntary).
Time—9 a.m.
Situation.—Hyde Park Corner.
Cause.—Complete overturn of car, due to collapse of near hind wheel, and precipitation of driver and observer and lunch and spare parts into the King's Highway.
Assistance.—2,000 people and one constable gave free advice and practical aid in restoring car to normal position.
Replenishments. — None, but complete disbursement of petrol, water, oil and acid, mostly into lunch.

Actually this was not quite the first casualty, as Captain A. W. Phillips, M.C., the energetic clerk of the meeting, managed to bump a particularly knobbly part of one of the cars with his left eye while carrying out his duties in the official garage; but, in spite of this handicap, he carried on with one eye, and to his excellent organisation the success of the run is largely due.

Nevertheless, in spite of early worries, 34 cars passed over Westminster Bridge, so being deemed to have started, and chuffed and chugged their way along Westminster Bridge-road, Kennington Park-road, Brixton-road, Brixton Hill, Streatham Hill, Streatham High-road, Norbury, and so on to the Croydon by-pass. One 4½ h.p. Benz of 1,900 vintage stopped near Waterloo Station, and was instantly surrounded by a seething crowd of sightseers. Mr. G. H. Pruen's 1897 Daimler also perforce came to rest in Brixton, but got going again. Brixton Hill was a vantage point for thousands, and it is to be regretted that more publicity was not given to "The Autocar's" plea for a spirit of good-fellowship on the road, for spectators on foot and in cars alike at times hampered the progress of the bravely struggling veterans, some of which could only make slow progress, with a constant plume of steam coming from their primitive cooling systems, consisting in many cases only of water tanks innocent of radiators.

Not all went up slowly, however. The 1901 Lancaster, entered by Lord Ridley and Mr. C. V. L. Sartoris, romped up, and a 1903 Oldsmobile, entered by General Motors, Ltd., also had a good turn of speed. Mr. C. R. Wason's 1902 De Dion was not slow, and caused several to exclaim at its comparative silence. Mr. E. E. Richardson's 1903 De Dion actually overhauled Mr. W. Vincent's 1898 Benz, which was slow but sure. The 1898 Star, entered by Messrs. F. S. Rowden and H. Hall, appeared almost to be a steam car, but it went well.

Amazement Overcomes Discretion

The whole of Croydon by-pass was lined with cars and people, and again some of the participants were rather hampered owing to lack of room. Had the spectators known as much about the quality of the steering as did the drivers, they would have given them a much wider-berth! The amazement of the spectators, however, at the excellent performance some of the veterans put up overcame their discretion. On the descent to rejoin the old road there were anxious expressions to be noticed on the faces of some of the drivers, for their spoon brakes, blocks rubbing on the circumference of the solid or pneumatic tyres, as the case may be, had not quite the same effect that one expects from four wheel brakes to-day.

By now the participants were getting rather strung out, for such cars as the Lancaster, Mr. W. Gibbens' 1901 Panhard, and Mr. R. J. Stephens' 1898 Stephens, with its twin spring fork steering, were forging ahead, while others were delayed by various troubles. In fact, Mr. Shuttleworth and his observer, a well-known and particularly enthusiastic racing mechanic, were experiencing every known, and several unknown, troubles on the old Panhard. The water pump pulley was still trying to be awkward, but the efficiency of the pump could be gauged by the extent of the water leakages. When the pump was working water spurted out; when it was not working water merely dripped out. A long, long trail of water was laid all the way from London to Brighton, and it was estimated that the car's water consumption for the journey was 34 gallons.

Apart from this there were other excitements with this machine. The engine had four cylinders, it is true, but these had apparently decided amongst themselves that two should rest while two worked. Then the wonderful lubrication system by means of a battery of drip feeds and a belt-driven oil pump affair ceased to work, and investigation showed that the belt had dissolved into this air. The crew concocted a belt of string, and were amazed at the success of their manœuvre.

Asbestos Trousers Wanted

Incidentally, the mechanic, in the fashion of the old racing mecaniciens, sat on the floorboards with his feet on the step At least, he started like that. When a certain warmth became apparent and he discovered that the floorboards were on fire he changed his position.

In Purley, Mr. F. S. Bennett was seen to be wrestling with his 1903 Cadillac. Then the quaint little Sunbeam-Mabley, entered by Mr. W. M. Iliff, was passed going great guns on the level, although its 2¾ horses seemed to get tired on any gradient. Mr. Plewes' 1894 Clement was also going strongly, and its steering by means of centre-pivoted axle greatly intrigued the spectators, who still were found in hundreds.

At last came Redhill, where the procession turned right for Reigate, so that the old road could be followed. At every turning or so it seemed, R.A.C. guides or A.A. scouts were directing and controlling the traffic, and along the whole route the police were extremely helpful and appeared, from their expressions, to be thoroughly amused. On the hill out of Reigate another enormous crowd had congregated and for hours there was a constant stream of new cars of every size and shape sandwiched in the long gaps between the old cars participating in the run.

When Old Meet Young

This hill, in particular, was an Olympia on wheels, for up it came stately Rolls-Royces, rakish-looking Mercedes and Hispano-Suizas, the softly-purring straight eight Lanchester, a double-six Daimler, and, or so it seemed, every known make of smaller car. Amidst these every now and then one of the Old Brigade would appear, easily to be singled out because the driver and observer could be seen sitting high up in the air. It is to be recorded that only one or two actually came to rest on this quite appreciable gradient, but it was obviously touch and go with some to judge from the expression of, for example, Mr. S. C. H. Davis, on an 1897 Benz.

Somehow or other, however, the ancient engines kept plugging away, the cars progressing slowly in a series of sharp jerks. Another car which earned praise for its running was a three-wheeled Leon Bollee, which, unfortunately, could not compete officially as it was brought over from France by MM. Jean Terouanne and Robert Treille after entries had closed, but it made the journey unofficially and looked quite spick and span, its driver and passenger obviously surprised at the reception accorded them and the enthusiasm of the crowd. Amongst many distinguished spectators were MM. Albert Remy and Pierre Yvert, respectively the president and secretary of the Automobile Club of Picardy.

Crawley Justifies Its Name

At Crawley traffic could only go appropriately enough at a crawl, for it seemed that hundreds of modern cars had joined the Old Brigade, also a cyclist on an old "penny-farthing." The line had lengthened considerably, in fact, for the gallant crew of the 25s. Panhard Levassor were still stopping for water, having to pour it, when obtained, through a small hole in the floorboards into an equally small orifice beneath, and to clean out the carburetter, which was one taken from a popular modern car, a Morris-Cowley.

Mr. Tom Thornycroft's steam waggon was also giving trouble with its water feed, the mechanical pump having decided that discretion was the better part of valour, so that the boiler had to be kept replenished by hand. The sight of this vehicle, with its tall chimney, apparently running backwards, since it was steered by smaller wheels at the back of the car, never failed to arouse amusement, but, in spite of troubles, its cheery pilot urged it to the goal.

Near Bolney Mr. C. G. Guetton's 7¾ h.p. Wolseley shed its near-side driving chain, and Mr. Pruen's Daimler also stopped, apparently for water. Then on the hill at The Gap came the last real climb. Here on the sides of the road some scores of cars were parked, while their occupants picnicked in the bright November sunshine and watched the passing pageant. The myriad modern cars made light of the hill, as well they might, but the veterans did not disgrace themselves. The 1897 Benz entered by Mrs. Mary Miles went up slowly and with much steam, but the driver was evidently used to its paces and appeared quite unconcerned.

Mr. Hollands' 1900 Benz was slow also, but just as, sure, the crew solemnly munching sandwiches. Mr. Quetton's Wolseley, now going strongly again, heaved its way up at a good round speed, while Mr. F. F. S. Bennett's one-lung Cadillac came to rest at the foot of the hill, apparently to get its wind, and then restarted, having to be pushed off, as its clutch had decided to strike work. The one-lung Rover "Boanerges" got up in a manner which justified its name.

So on the finish at Britain's Garage, Patcham, which was placed at the disposal of the R.A.C. by the proprietors. One after another the veterans checked in, the first three averaging 20 m.p.h. or over, and the last to finish within the prescribed time averaging 7.95 m.p.h., this being Mr. Shuttleworth's Panhard. As a matter of fact, that car finished with half an hour in hand, and was evidently just getting into its stride, for it ran into the garage, hit a substantial stone pillar a resounding thwack, owing to looseness of the steering, and recoiled unharmed without even stopping the engine.

Laughter there was in plenty throughout the run, but it was always kindly laughter. There were no scornful smiles or derisive remarks, for these gallant veterans ran too well for that. Incidentally, of the 33 cars which took part in the original run, 32 years ago, only 22 finished, whereas in this year's run of 34 starters 30 finished. Not all, of course, were 32 years old, only 25 years of existence being called for by the regulations, and that seven years' difference saw much development.

New extensions of the Dunlop cotton mills at Rochdale in Lancashire now make these the largest in the world under one roof. They have 35 acres of floor space, 280,400 spinning spindles, 100,000 doubling spindles, 3,000 workers (at the least), 14,500 h.p. of electricity. Every week 1,100 bales of cotton are turned into half a million lbs. of yarn, which is doubled and made into cord for Dunlop products, chiefly tyres.

17-50 H.P. FIAT

Valuable Machine For Town Work

ON THE ROAD

For those who require a quiet, smooth, town-carriage type of car at a reasonable price, the new 17-50 h.p. six-cylinder Fiat will particularly appeal. The car is not exceptionally fast, but the section of the motoring community which requires this type of vehicle does not usually regard high speed as being an asset. A curious point is that, even so, the Fiat can keep up a round pace and a high average; it can, indeed, be driven rather faster than the normal rate of traffic even on the best of the main artenial roads, without showing any sign of distress or giving evidence that the engine is overworking, the best running speed being between 35 and 40 m.p.h.

For town work the machine is admirable, the engine being smooth at one time almost completely silent—and flexible from about 10 m.p.h. upwards. As in the case of other Fiat models, the gear ratios, particularly top speed, tend to be low, an arrangement which possesses the advantage that most of the day's work can be done on top gear only; acceleration on top in traffic is very good, as the table shows.

Quiet Gears

The gears are reasonably quiet and are easy to handle, the steering gear has a low ratio so that the big machine can be manoeuvred easily in a confined space, and the suspension allows the car to ride easily over rough roads—as befits an Italian machine—especially when fully loaded. When running light, or at low speed, the springs are a little hard. On the indirect gears there is just about the usual amount of noise, no more, no less, and on first the car should be able "to climb the side of a house," as the saying runs. Certainly on a 1 in 7½ gradient there is plenty of throttle in reserve, even on second gear. Then, again, the gas distribution is good, there being no flat spot in the throttle range, even while the car is accelerated from a walking pace on top gear by opening the throttle suddenly to the full.

The brake actuation in interesting. When the car is first taken over one can well imagine that the brakes are operated by a very powerful form of mechanical servo motor. Actually there is no servo motor, but the brake shoes at the rear have a self-wrapping action and the actuating mechanism is very powerful. As a result, the car can be stopped in an extraordinarily short distance, but the driver should use the pedal carefully at low speeds until he has become accustomed to the car, otherwise the wheels are liable to lock suddenly.

Four Wide Doors

The standard fabric saloon is very comfortable and quiet; it gives an ample view all round, since there are three lights on each side, while the rear window is of considerable size. The body has seats wide enough for all requirements, the front cushion being 3ft. 8in. across and the rear cushion 3ft. 6in. In addition, there is a very comfortable foot rest for the rear passengers, while the front seat can be adjusted fore and aft and the rake of the squab altered to suit the driver's tastes. It is convenient, also, to have four wide doors, three of which can be locked with the ordinary trigger mechanism, while the fourth has a key lock, so that with the windows raised and the doors locked the car cannot be moved by unauthorised persons when parked. In addition, the gear lever can be locked in neutral and the ignition switch can be locked in the off position.

Concerning Equipment

The speedometer looks a little as though it had been added to the car as an extra, and surely a machine of this calibre should have a trip as well as a total mileage recorder. Also an internal light and some form of roof ventilator would be worth having, since the car becomes a little stuffy with the windows up, and it is inclined to be draughty if both the driving compartment windows are lowered. The single-panel windscreen can be raised sufficiently to ventilate the interior of the car thoroughly, but there are many occasions when this form of ventilation is not too convenient.

It is obvious that the side lights have been added to the equipment to comply with the lighting laws of Britain the extra "dimming" bulbs in the head lamps are for Continental use. These dimmer bulbs come into operation when a convenient control on the centre of the steering wheel is used, but the future owner should remember that for town work it is beter to move the main lighting switch, cutting out the head lights altogether, as otherwise the battery current is wasted, because the dimmer bulbs in the main head lights are alight, though that fact can easily be overlooked. For general use, also, it would probably be wise to incorporate a switch to cut out the illuminated stop notice at the back of the car, as this comes into operation whenever the hand brake is on, and there is a possibility, therefore, of leaving the car in a garage with the stop notice alight all night, thus imposing an unnecessary drain upon the batteries.

Air and Oil Cleaners Provided

There is a reserve compartment in the main fuel tank, the tool box is conveniently carried on the running board, and the spare wheel is strapped in position rigidly on one of the front wings. In common with its kind, the suction-operated windscreen wiper will not function at full throttle, but it is efficient in all other circumstances. There are two useful cubby holes on either sides of the instrument board, the bonnet sides can be fitted into retaining supports when raised, which is a convenient point. The engine details are good; the main supply of engine oil by-passes through a big filter; the vacuum feul tank, which incidentally is larger than usual, has a glass filter; and the air intake of the carburetter is provided with an air-cleaning device.

As is usual with Italian cars, the engine, if anything, is overcooled, which is a fault on the right side, the water being forced through the jackets by a pump driven by the tail end of the fan spindle, both fan and pump in turn being driven by a belt from the crankshaft just behind the damper. As a rule, a belt drive for these components has to be watched carefully, as if the belt becomes too slack both the fan and the pump go out of action together, but the Fiat belt adjustment seems to be easy to operate.

All minor chassis bearings have oil gun nipples, the engine oil filler is on the same side as the dipstick, and the ignition distributor and contact breaker are high above the engine and quite accessible. The engine starts easily when cold, and takes very little time to warm up when once started. During a night run the head lights did not appear to be powerful, but it may have been that the battery of the particular car tested was not fully charged at the time.

WHAT A VALUE THIS IS

Look as far as you like! The more comparisons you make, the surer you will be that no car on the market approaches Oldsmobile in value.

Its voguish new bodies by Fisher express youth and smartness in every line. Fresh sparkling colors. Rich upholsteries, panelings and appointments. Fine-car styling through and through. Its great new 55-h.p. engine gives you brilliant high-compression performance without special fuel.

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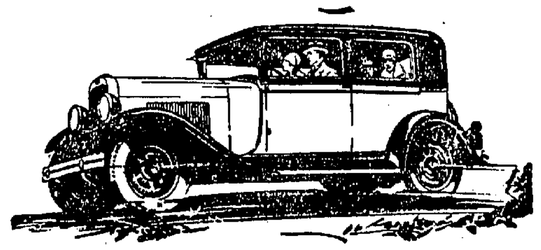

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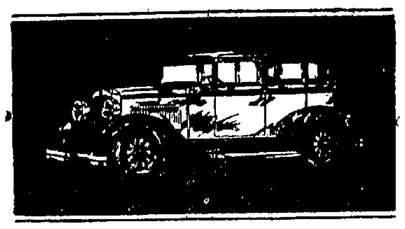

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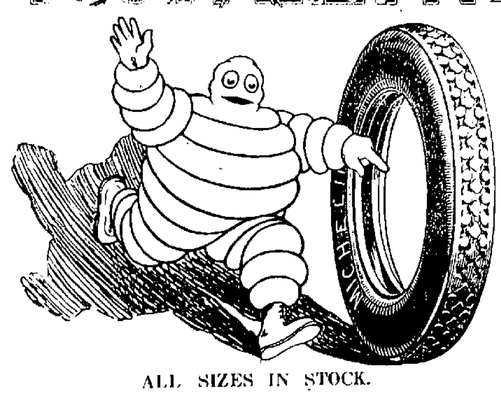

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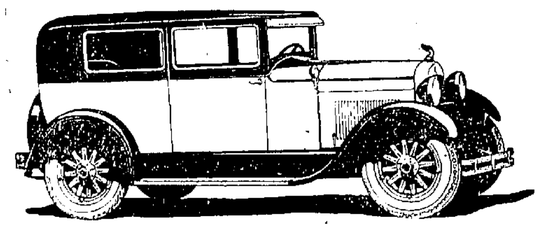

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TO CLEAN PLUGS

Most plugs consist of three parts, namely, a rustproof steel body, a gland nut and an insulated central electrode, the insulated material generally being mica.

To take it to pieces two spanners will be needed, one of which is employed to grip the plug body, whilst the other is used to unscrew the gland nut. You will be able, then, to dismantle the plug and clean the central electrode with petrol-soaked rag.

Do not damage the insulated material.

Also wash out the plug body with petrol and scrape away any carbon deposit you may find. When you reassemble the parts take care to set the points correctly; if your car has coil ignition, the gap should be .03 in., but with a magneto it is smaller, namely, .02 in. Make sure, also, that the gland nut is screwed home tightly.

TIMELY ACROBATICS

An Italian doctor was crossing a railway line at Monstebelluna when his engine stopped as an express train from Padua came in sight. Turning sideways in his seat, he placed his hands on the steering wheel and somersaulted over the rail. The train struck the car and reduced it to fragments, but the acrobatic doctor was only bruised, and remarked, "Who can say I have never saved a life?" Probably, too, he congratulated himself on the fact that he was not driving a saloon!

TRAFFIC IN U.S.A.

The Car-Test In Columbia

NEVER GARAGED

One car to every three persons! That is the amazing claim made for the State of Columbia—a little patch of land measuring (originally) ten miles by ten, wherein no one votes and wherein is built America's beautiful capital city of Washington. Three persons to every one car! This is the situation in Washington—wherein I resided recently for six months, writes a correspondent.

When one first arrives in Washington one gets the impression that there must be a race or a carnival in progress, or something of an equally exciting nature, to bring out cars in thousands. For, day and night, the streets are lined with cars—yes, by night, too, for there are thousands upon thousands of cars which have never seen the inside of a garage since the first day they were put into service. They stand like faithful steeds outside their masters' houses.

There is no way adequately to describe the feeling of amazement with which one first sees car after car parked one behind the other before house after house and down street after street. Here and there will be a break in the long lines to allow the regulation distance from a fire-plug to be observed, or to allow the streets to intersect, or to make way for a private entrance for vehicles. The regulations as to parking are very strict and every vehicle must be parked facing in the direction in which it would normally be travelling—you will not see two parked cars facing one another in America. In the one-way streets traffic may sometimes park on both sides, but it must then all point in the one direction. The queerest experience I had was to drive down a fairly lone one-way street between two long rows of cars with just enough room for my car to squeeze through—it was like driving to a race meeting, except that it was about eleven o'clock at night.

Superb Control

Parking space is also regulated by means of notices which prohibit parking at certain hours, or in certain places, or ever altogether. Business houses may obtain police notices reserving them a certain section of the pavement. During the day it is the down-town sections of the town which are crowded (and this "day" extends until after theatre time), but at night the congestion shifts more to the suburbs. The difficulties of obtaining parking room are so great that it is actually no advantage to use a car at certain times of the day for town purposes. Many a time during my residence in Washington I have ridden four blocks to a theatre and have had to go three blocks the other way to find parking space; this is sheer waste of time and money in the ordinary way.

One would think that, with such a crush of traffic, driving would be an absolute impossibility. Not so. American traffic control is such that the difficulties are considerably smoothed out. The police act with plenty of "pep" and they are armed with powers which they do not hesitate to use if occasion demands. I found them "good scouts" on the whole, nevertheless.

Few Pedestrians

The police are supplemented with such contrivances as automatic signals, one-way streets, all one-way squares, and so forth, all of which contribute to traffic efficiency. So far as the police are concerned John Brown the motorist seems to be quite distinct from the same John Brown when a pedestrian; the average American traffic "cop" does not treat the motorist with the same consideration as he does the pedestrian, a fact which is not to be wondered at considering how he is harassed by the former.

In Washington the pedestrian is getting to be rather a rara avis, and I have noticed that in America generally the man in the street treats the traffic with considerably more respect than he does in other countries. Pedestrians do not often take chances. Those who do are candidates for elimination in this merry illustration of the "survival of the fittest"—"fittest" being synonymous with "wary" in this case. "Jay-walking" is not a healthy pastime in America to-day. In New York I saw a monument erected to the memory of pedestrians who had been killed by taxicabs; on it was a plate on which the number of deaths recorded to date was given—anything to inspire the people to be cautious!

Speaking of traffic control, each town employs various methods, although the same general tendency is noticeable in them all. In New York the main thoroughfares like Fifth Avenue are installed with towers in the middle of the street and situated at intervals of every five or six blocks. (I forget the exact distance.) These towers are fitted with red and green lights and the traffic "cops" take their cue from them. When no policeman is on duty the traffic in the streets (which run at right angles to the avenues) takes its cue from the traffic in the avenues.

Outside of New York many methods are used. For example, in Washington there is first of all the plain policeman with his whistle and his white gloves—not to mention his chewing gum, his ready tongue, a freely-displayed truncheon and that significant, though hardly perceptible, bulge under his jacket. Then there is the same gentleman armed with a long pole fitted into a revolving base and on top of which is a sign having the words "Go" and "Stop" printed on it in appropriate colours. At night time this arrangement is supplemented by a lamp fitted with coloured lenses which is fixed on top of the pole.

THE BEST TRACTOR

Fiat For Agricultural Work

An important motor ploughing match has been held at Timisoara in Roumania. As is well known, this is an eminently agricultural country and the introduction of machinery is one of the most effective means for increasing the grain production.

The ploughing was done with triple share ploughs at a depth of about 8 in. The jury was composed of engineers and farmers. Eleven different makes of tractors took part in the match. The classification according to marks of merit is given below, and has been taken from the official report:—Fiat 700 A 100, Gross Bulldog (Diesel) 96, Renault 76, Caterpillar 66, Oil Pull 65.5, Wallis 52.5, W. D. (Hanomagg) 51, International 45, Fordson 44.5, Hart Parr 34, Case 29.

The Fiat Mod. 700-A agricultural tractor is so well known as the best machine of its kind on the market that the results of this Roumanian trial have no need of comment.

CLUTCH CARE

Intelligent use by drivers of the clutch can do more to lengthen its life than good construction in the factory. Proper engaging and disengaging at the correct time, and intelligent use of the gear-shift, will materially lengthen its activity period. Never drive with the foot poised on the clutch pedal, for this tends to keep the clutch partially disengaged, encourages slipping, and damages the clutch through overheating. Never "slip" the clutch to aid the engine in pulling over a hill in top gear.

Never coast with the clutch out until certain that it is fully disengaged, and the engine is idling. If the clutch is disengaged, the ammeter should show discharge. Considerable damage can be done to the transmission, clutch, universals, and differential by coasting down-hill with the clutch disengaged, especially if engaged suddenly after the car has gained momentum. Never race the engine and engage the clutch when the rear wheels are caught in mud and sand.

It is easy to tell when a clutch is grabbing, but if it slips, most motorists seem unaware of their plight. To test for slipping, simply set the emergency brake, and let the clutch in slowly while the engine is running, and the gears are in low. The engine should stall instantly if the clutch is right. Most clutches now have a simple adjustment to increase the clutch plate or disc pressure as slipping develops.

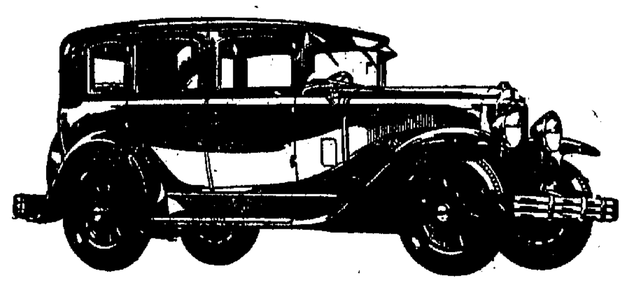
SILENCER

The Automobile Club of Germany and the General German Automobile Club have joined in establishing a prize competition for the best mufflers or silencers for motor cycles and automobiles. Three prizes will be granted in each of three categories: For mufflers for two-cycle motors for motor cycles, 10,000, 5,000 and 1,000 marks; and for four-cycle motors for automobiles, 8,000, 3,000 and 1,000 marks. Notification was be sent not later than Dec. 1 to the "Deutscher Schalldampfer-Wettbetrieb," Landgrafenstrasse 18, Berlin, S. W. 62, where all particulars of the contest can also be obtained. The contest is open to makers of mufflers in all countries. Delivery of entries must be made between February 1 and May 1, 1929.

KING'S NEW CAR

His Majesty the King has recently acquired a new car, his fifth in twenty years. The Royal cars are so well kept that they are fit for duty many years after they have been discarded. The new car is all-British with a "double-six" engine and is painted in the usual dark crimson. As is well known, the King's cars carry no number plates, a purple light on top indicating the identity of the Royal Motorist.

The new Buick is the *new* Style



More than handsome···more than luxurious···a wonderful *new type* of motor car beauty··a *thrilling turning point* in body design

It will be imitated, of course! The new, the fine and the beautiful always inspire emulation. But so great is the cost of building the magnificent new Fisher bodies for the Silver Anniversary Buick that imitation will be possible only to much costlier cars, and even these will find difficulty in following where Buick leads!

$1,500,000 has been expended in manufacturing the dies alone for the new Buick bodies; and the gracefully curving side panels which form one of their distinguishing characteristics represent the most expensive steel paneling work employed on any automobile in the world!

But it is not in the matchless grace and beauty of exterior design alone that the Silver Anniversary Buick eclipses other cars. The velvet mohair upholstery in the closed models—the hardware and fitments—the many appointments of luxury and convenience—are all of the richest quality; and the bracing of the bodies, which imparts strength and durability and freedom from squeaks and rattles, is the most efficient and effective known to motor car practice.

In dashing beauty—as in fleet, powerful performance—the world holds no equal for the Silver Anniversary Buick with Masterpiece Bodies by Fisher.

It is more than handsome, more than luxurious—it marks a thrilling turning point in body design. And the motoring public, buying in such tremendous volume as to force the great Buick factories to work day and night to supply the demand, is elevating it to the prominence of a vogue!

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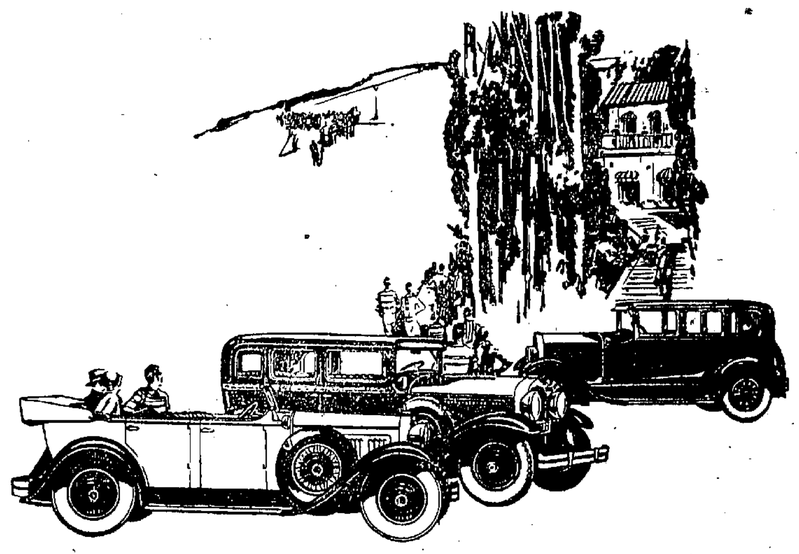

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HOW ENGLAND WON

Fluctuations in Third Test Match

COLLAPSE AFTER TEA TIME

Three Wickets for 10 Runs: Geary Makes Winning Hit

Australia's cricketers asserted themselves late yesterday at Melbourne and, for a time, gained the ascendancy, but the substantial start in the 2nd innings was sufficient to give England victory by three wickets—also the winning of the rubber in three games off the reel, and retention of the "Ashes."

Not until after the tea interval on the seventh day was the winning hit made by Geary, but only after three wickets had fallen for 10 runs!

Between the lunch interval and the last ball, England lost five batsmen before she could get the 110 runs required.

Sutcliffe, in making his first century of the tour—and his sixth against Australia—was the hero of the concluding innings.

Happy Hunting Ground

Melbourne has always been the Yorkshireman's happy hunting ground. In the tour of 1924-5 (under A. E. R. Gilligan) he scored 176 and 127 in the Second Test (at Melbourne) and followed this up with 143 in the Fourth Test (also at Melbourne). In the First Test (at Sydney) he made 115, that being his first appearance against Australia. His other century, 161, was made at the Oval in 1926.

It is necessary to go back to the tour of 1911-2 (when J. W. H. T. Douglas was captain) for the last time that England won three games off the reel, either at home or down south.

But there is more Chapman and his men can accomplish even after this long interval. England has now won 45 matches to Australia's 47. Gilligan lost the first three Tests in 1924-5, Warwick Armstrong won the first three from England in 1921 and Johnny Douglas lost all five in Australia in 1920-1!

Three Big Partnerships

Yesterday's play was noteworthy for three useful partnerships early in the day and the collapse after tea.

The score was 171 runs for one wicket when play resumed in the morning, the first wicket (Hobbs's) having fallen overnight at 105.

Sutcliffe was 83 not out and Jardine 18 not out. England then needed 161 runs for victory and the rubber.

The wicket had rolled out well, cracks had closed up and the worn patches had flattened—all to the advantage of England on a pitch affected by the rain, followed by the sun shining in brilliant weather.

Only 28 runs had been added when Grimmett dismissed Jardine who, in attempting a leg stroke, saw the ball go off his pads to hit the stumps. Two wickets down for 199 runs, 133 more wanted. Jardine added 15 to his overnight score, bringing his total to 33. His second wicket partnership with Sutcliffe produced 94 valuable runs. He batted an hour and 55 minutes and obtained three fours in a sound innings.

Hammond's Care

Hammond, the double-centurion of the 1st innings, then went in to partner Sutcliffe.

The 200 was hoisted after the innings had lasted four hours and 22 minutes. With a single on the off side, Sutcliffe reached his 100 ten minutes later.

Hammond took half an hour to get his first seven runs, exercising extreme care. He then jumped in and drove Oxenham past cover point to the boundary, so that when the lunch interval came his score was 11 and Sutcliffe's 105, the total being 222 runs for two wickets. England then needed 110 runs more.

On resuming, Hammond increased his contribution to 25 when he gave a chance of stumping, off Grimmett, the slow bowler, which Oldfield did not bring off. The Gloucester all-rounder was run out when he had 32 (made in an hour and 9 minutes). The board now showed 257 for 3, or 75 more for victory. Hammond hit four fours.

More Chances Given

Further chances were given by the batsmen, ostensibly with the ball playing tricks at this stage.

Hendren kept Sutcliffe company and saw the centurion (with his score at 117) hit one dangerously near to Blackie, who was fielding at backward point to A'Beckett's bowling.

Then it was Hendren's turn. He made a tremendous hit to long on. Bradman ran a few yards towards it but dropped the ball. It was an awkward catch which had to be taken sideways.

Sutcliffe's long and precious innings now came to a close, a straight ball from Grimmett trapping him. He attempted to sweep the ball round to leg but it hit his foot. In his 135 (of which 52 were made yesterday) out of 318 for 4 wickets, Sutcliffe hit nine fours. It was a magnificent innings, says Reuter, occupying six hours and 24 minutes. England then only wanted 14 runs.

The Winning Hit

Chapman then partnered Hendren. When the captain had gathered four, Hendren was bowled by Oxenham. The Middlesex professional made 45, his 4th wicket partnership with Sutcliffe having realised 61 runs.

The tea interval was called then, England's score being 326 for 5. Only six runs to be got.

Two of these were duly made and then Chapman was out, being caught by Woodfull at cover point off the Australian captain's bowling. Six wickets for 328 (Chapman 5), four more needed.

Tate, who had gone in in place of Hendren after tea, was then partnered by Geary. Without any addition to the score, Tate was run out.

Duckworth was then sent in and, before he had opened his account, Geary made the glorious winning hit off A'Beckett's bowling.

Record Attendance

The previous world record for attendances in any cricket match was broken on Friday, the sixth day.

There were 5,000 people present when England resumed yesterday.

After lunch the attendance increased to 8,000.

Then after tea, 15,000 spectators watched the concluding stages.

England's innings occupied six hours 49 minutes, beginning splendidly—although all the batsmen who made runs gave chances—and finishing in exciting manner on a dangerous wicket. Complete scores are apended.

Australia—1st innings

W. M. Woodfull, c Jardine, b Tate	7
V. Y. Richardson, c Duckworth, b Larwood	3
H. L. Hendry, c Jardine, b Larwood	23
A. F. Kippax, c Jardine, b Larwood	100
J. S. Ryder, c Hendren, b Tate	112
D. Bradman, b Hammond	79
W. A. Oldfield, b Geary	3
E. L. A'Beckett, c Duckworth, b White	41
R. M. Oxenham, b Geary	15
C. V. Grimmett, c Duckworth, b Geary	5
D. D. J. Blackie, not out	2
Extras	7
Total	397

Fall of wickets: 1 for 5 runs (Richardson), 2 for 15 (Woodfull), 3 for 57 (Hendry), 4 for 218 (Kippax), 5 for 282 (Ryder), 6 for 287 (Oldfield), 7 for 373 (Bradman), 8 for 383 (A'Beckett), 9 for 394 (Grimmett), 10 for 397 (Oxenham).

BOWLING ANALYSIS

	O.	M.	R.	W.
Larwood	37	3	127	6
Tate	46	17	87	2
Geary	31.5	4	83	3
Hammond	8	4	19	1
White	57	30	64	1
Jardine	1	0	10	0

(Continued on Next Column.)

CHINA'S OBLIGATIONS

Good News for Unsecured Loan Holders

AN ANNUAL APPROPRIATION

$5,000,000 from Customs Revenue towards Readjustment

Nankinfi, Yesterday.

The State Council of the Nationalist Government of China has passed a resolution that an annual sum of $5,000,000 be appropriated from the revenue of the Chinese Maritime Customs for the readjustment of China's foreign and domestic loans. Kuo Min news agency, via Reuter.

[Note: Loans on the Customs revenue come within the category of "secured." Those which will benefit by $5,000,000 a year now are, presumably, unsecured. This report will make welcome reading for holders of unsecured loans, payments to whom have been in arrear for a considerable time.]

TEX RICKARD

Reported as Being "On Point of Death"

BOXING PROMOTER

Famous For Association With Many Big Bouts

Miami, Florida, Yesterday.

The famous boxing promoter, Mr. Tex Rickard, is on the point of death, following a second operation this week for abdominal trouble.—Reuter's American Service.

Tex Rickard.

England—1st innings

J. B. Hobbs, c Oldfield, b A'Beckett	20
H. Sutcliffe, b Blackie	58
W. R. Hammond, c A'Beckett, b Blackie	200
A. P. F. Chapman, b Blackie	24
E. Hendren, c A'Beckett, b Hendry	19
D. R. Jardine, c and b Blackie	62
H. Larwood, c and b Blackie	0
G. Geary, l.b.w., b Grimmett	1
G. Duckworth, b Blackie	3
M. W. Tate, c Kippax, b Grimmett	21
J. C. White, not out	8
Extra	1
Total	417

Fall of wickets: 1 for 28 runs (Hobbs), 2 for 161 (Sutcliffe), 3 for 201 (Chapman), 4 for 238 (Hendren), 5 for 364 (Hammond), 6 for 364 (Larwood), 7 for 381 (Geary), 8 for 385 (Jardine), 9 for 391 (Duckworth), 10 for 417 (Tate).

BOWLING ANALYSIS.

	O.	M.	R.	W.
A'Beckett	37	7	92	1
Hendry	20	8	35	1
Grimmett	55	14	114	2
Oxenham	35	11	67	0
Blackie	44	14	94	6
Ryder	4	0	14	0

Australia—2nd innings

W. M. Woodfull, c Duckworth, b Tate	107
V. Y. Richardson, b Larwood	5
H. L. Hendry, st. Duckworth, b White	12
A. F. Kippax, b Tate	41
J. S. Ryder, b Geary	5
D. Bradman, c Duckworth, b Geary	112
W. A. Oldfield, b White	7
E. L. A'Beckett, b White	6
R. M. Oxenham, b White	39
C. V. Grimmett, not out	4
D. D. J. Blackie, b White	0
Extras	18
Total	351

Fall of wickets: 1 for 7 runs (Richardson), 2 for 60 (Hendry), 3 for 138 (Kippax), 4 for 143 (Ryder), 5 for 201 (Woodfull), 6 for 226 (Oldfield), 7 for 252 (A'Beckett), 8 for 345 (Bradman), 9 for 351 (Oxenham), 10 for 351 (Blackie).

BOWLING ANALYSIS.

	O.	M.	R.	W.
Larwood	16	3	37	1
Tate	47	15	70	2
White	56.5	20	107	5
Hammond	16	6	30	0
Geary	30	4	94	2

England—2nd innings

J. B. Hobbs, l.b.w., b Blackie	49
H. Sutcliffe, l.b.w., b Grimmett	135
D. R. Jardine, b Grimmett	33
W. R. Hammond, run out	32
E. Hendren, b Oxenham	45
A. P. F. Chapman, c Woodfull, b Ryder	5
M. W. Tate, run out	0
G. Geary, not out	4
G. Duckworth, not out	0
Extras	29
Total (for 7 wkts.)	332

Fall of wickets: 1 for 105 runs (Hobbs), 2 for 199 (Jardine), 3 for 257 (Hammond), 4 for 318 (Sutcliffe), 5 for 326 (Hendren), 6 for 328 (Chapman), 7 for 328 (Tate).

BOWLING ANALYSIS

	O.	M.	R.	W.
A'Beckett	22	5	39	0
Hendry	23	6	33	0
Blackie	39	11	75	1
Oxenham	28	10	44	1
Grimmett	42	12	96	2
Ryder	5.5	1	10	1

HUTS ON FIRE

Those on the Yaumati Breakwater

SANITARY BOARD "MENTION"

Six Dwellings Go Up in Smoke in a Few Minutes

Six of the row of huts on the Yaumati breakwater, Kowloon, which were the subject of complaints by Mr. J. P. Braga (speaking for the Kowloon Residents' Association) at a recent meeting of the Sanitary Board, were destroyed in a fire at about 1 p.m. yesterday.

The blaze lasted only a few minutes and the ramshackle buildings went up in smoke quickly.

Two engines were despatched from Kowloon Fire Station to deal with the outbreak. The Fire floats were not requisitioned.

None of the boatpeople inhabitants was injured. The damage is assessed by them at between $20 and $30. And a careless match n contact wth materal rendered combustible by a long period of dry weather is thought to have been the cause.

COTTON TRADE

The Lancashire Textile Corporation

FINANCIAL ARRANGEMENTS

London, Yesterday.

The "Manchester Guardian" reports that the financial arrangements of the London banks in connection with the Lancashire Textile Corporation have been concluded favourably, and early registration of the Corporation is confidently expected.—Reuter.

STILL ALOFT

"Question Mark" Completes 88 Hours

WONDERFUL FEAT

Los Angeles, Yesterday.

The Question Mark at midnight had completed 88 hours, and there is no indication of the flight ending.—Reuter's American Service.

[This is the 3-engined Fokker monoplane that is being re-fuelled by means of a hosepipe from an aeroplane overhead.]

TOTAL 224,555

Ambulance Vaccination Campaign

RETURNS FOR EACH UNIT

The number of Chinese vaccinated free of charge by members of the St. John Ambulance Brigade, Hong Kong, from Dec. 3, 1928 up to last Friday is as follows:—

Chinese Y.M.C.A. division	23,784
King's College division	25,927
Railway division	3,143
Indian division	2,854
Kowloon division	76,573
Mongkok division	78,209
Shaukiwan division	5,978
Un Long	1,022
St. Joseph's College division	6,162
Victoria Nursing division	479
Y.W.C.A. Nursing division	335
Grand Total	224,555

The monthly meeting of the general committee of the Hong Kong Chinese General Chamber of Commerce is to be held at 2.30 p.m. on Tuesday.

Mrs. Fanny Walker, of Old Colwyn, Denbighshire, was 100 years old last month.

The Prime Minister recently addressed a private meeting of the Oxford University Conservative Association.

RAILWAYS' BURDEN

Appeal Against China's Military Yoke

MINISTER PETITIONS NANKING

"Abolish Levies, Forbid Detention of Rolling-Stock"

Shanghai, Yesterday.

A Kuo Min (semi-official news agency) report from Nanking states:—

Mr. Sun Fo

Mr. Sun Fo (the Minister of Railways) has petitioned the Military Re-organisation and Disbandment Conference, requesting that military levies collected from China's railways be abolished; that the control of the entire rolling-stock be placed under the Ministry of Railways and that no other Government authority be allowed to detain rolling-stock; that all the revenue from railways, after loan services has been met, be entirely utilised for the improvement of existing railways and construction of new lines; that all funds requisitioned by military authorities from railways since August last be debited to the Ministry of Finance as a loan from that Ministry to the railways.

Mr. Sun Fo also requests that the foregoing be made effective as from January.—Reuter.

[Mr. Sun Fo is the son of the late Dr. Sun Yat-sen, "father of the Chinese Revolution," by his first wife. Railways were administered by the Ministry of Communications when the National Government was reorganised last October but a new Ministry was set up subsequently with Mr. Sun Fo as the head. For a number of years the railways have been the special prey of the warlords.]

BIEVEZ TRAGEDY

Nine Chinese Now Arrested

SHANGHAI CRIME

Shanghai, Yesterday.

Nine Chinese have been arrested in connection with the Bievez murder.—Reuter.

[A Shanghai telegram, dated Jan. 1, stated:—

New Year's Eve was marked by a tragic murder here, the victim being a Belgian accountant named Mr. A. Bievez.

At six o'clock in the evening, Mr. Bievez was paying out $4,000 as wages to employees of a brick factory situated in Brenan-road when five armed robbers entered from the back of the premises and shot him in the back. The assailants then made off with $1,200.

The victim died before reaching hospital.]

"PAN" APPROVES

Washington, Yesterday.

The Pan-American Conference has formally approved the drafts of the "multi-lateral treaties and also the report of the special committee dealing with the Bolivo-Paraguay dispute. — Reuter's American Service.

The Chinese Maritime Customs having effected the second payment for the year 1928 on the Boxer Indemnity the coupons No. 8 of the 5 per cent Gold Loan 1925 with the bonds drawn on December 3 last, will be redeemable on the 15th inst. through the Agencies of the Banque Franco-Chinese Pour le Commerce et l'Industrie.

PERSIA TO-DAY

Sir Denison Ross to Visit the Country

PENDING REFORMS

Roman Alphabet May Be Utilised

London, Yesterday.

Sir Denison Ross has left on an entirely personal visit to Persia where he will discuss with the Persian Government the question of the modernisation of the Persian educational system.

Interviewed by Reuter, Sir Denison Ross said that he is taking the Shah a number of gramophone records to demonstrate the possibilities of the gramophone in the teaching of languages.

He mentioned that there are rumours that Persia is contemplating the adaptation of the Roman alphabet.

Sir Denison Ross will also visit Egypt, Palestine, Turkey and Iraq before he returns to England in Easter.—Reuter.

[Sir Edward Denison Ross is a Director of the School of Oriental Languages in the London Institution and has been Professor of Persian in the University of London since 1916.]

TO-DAY'S RADIO

Broadcast By G.O.W.

ON 300 METRES

The public are notified that all wireless receiving licences issued during 1928 expired December 31, 1928.

Licences may be obtained at the licensing section of the Government Radio Office on the ground floor of the P. & O. Building in Des Voeux Road Central.

The licensing fee for the current year is five dollars.

Receiving licences are issued to any person regardless of nationality upon payment of the fee.

The following programme will be broadcast to-day from the Government radio station on the Peak, the wave-length being 300 metres. The call sign of the station is G.O.W.

1.48 p.m.—Weather Report.

7.48 p.m.—Evening Weather Report.

8 p.m. to 10.30 p.m.—Evening Programme (Columbia Records).

New Sullivan Selection.

Band of H.M. Grenadier Guards.

"A Memory,"

"Eleanore,"

Edgar Coyle. Baritone.

"The Crucifixion," The Choir of St. Marylebone Church.

"Moment Musical,"

"Chanson Triste,"

Yovanovitch Braza Violin Solo.

"The Lost Chord,"

"Slumber Dear Maid,"

Carrie Herwin Contralto.

"Oft in the Stilly Night,"

"The Arrow and the Song,"

Edgar Coyle. Baritone.

"Leap in My Heart Dear,"

"Serenade,"

Bert Ralton and his Havana Band.

"The Erl King,"

"The Enchantress,"

Muriel Brunskill Contralto.

"Hear My Prayer," (Mendelssohn),

Choir of St. George's Chapel.

"On With the Motley,"

"No, Pagliacci, No More,"

William Heseltine Tenor.

Rhapsodie No. 2 (Lisrt)

Squire Octet.

Nocturne in E flat (Chopin),

Liebestraum No. 3 (Liszt),

Squire Octet.

"The Bohemian Girl," Overture

B.B.C. Wireless Symphony Orchestra.

"Peace,"

Silent Noon,

Dale Smith Baritone.

Four Indian Love Lyrics, London Symphony Orchestra.

"Brown Eyes I Love,"

"To a Seagull,"

Herbert Elsdell Tenor.

10 p.m.—Local Announcements.

"Dauzas Espanolas," Gaspa Cassado.

Largo (Handel), 'Cello Solo.

"Nearer my God to thee,"

"Abide with me,"

Rex. Palmer Baritone.

God Save The King.

10.30 p.m.—Close down.

Thirteen cases of small-pox ("Chinese") were reported yesterday.

The British coal output for the week ended November 17 was 4,894,800 tons, against 4,933,600 in the previous week—a decrease of 38,800 and the wage-earners 893,100, compared with 900,000 — a decrease of 1,000.

AT ST. JOHN'S

Well-known Families United

FARMER - GOODMAN

Pretty Wedding Solemnised Yesterday Afternoon

A pretty wedding was solemnised at St. John's Cathedral yesterday afternoon, when Miss Dorothy Goodman, daughter of Mr. and Mrs. R. J. Goodman, well-known residents of the Colony, became the bride of Mr. Clarence Leimpster Farmer, son of Mr. and Mrs. William Farmer. The bridegroom is with Messrs. Douglas Lapraik & Co. Mr. Farmer, Senior, is an old and highly respected resident of Shameen, Canton.

The ceremony was attended by a large gathering of friends of both families, and the Cathedral, which was prettily decorated for the occasion, was well filled.

The Very Rev. A. Swann, D.S.C., officiated, whilst Mr. F. Mason, A.R.C.O., L.T.C.L., presided at the organ.

The Bride

The bride, who was given away by her father, was charmingly attired in a beautiful Victorian dress of ivory panne velvet embroidered with pearls and diamante, with a tulle veil ornamented in silver and surmounted by a coronet of orange blossoms. She carried a bouquet of silver lace with clusters of white parma violets and orange blossom.

Mrs. R. J. Goodman, the bride's mother, wore a beige georgette ensemble trimmed with fox fur, with shoes and hose to match, and a pretty hat of gold brocade.

Mrs. Wm. Farmer, mother of the bridegroom, was dressed in pale grey with striped oriental trimming with stockings to match and lizard shoes. She wore a black hat trimmed with silver and carried a bouquet of mixed sweet peas.

Miss Audrey Goodman (the bride's cousin) and Miss Margaret Crookdake were the bridesmaids. They wore miniature bride's dresses of jade panne velvet, with coronets of gold leaves and shoes and hose to match. Their bouquets were of gold lace with clusters of tinted velvet cowslips and streamers of gold ribbon.

Mrs. Roland Farmer, sister-in-law of the bridegroom, was in brown satin with hat to match and her fox fur gave the necessary finish.

The duties of best man were discharged by Mr. Walter Clarke.

During the ceremony "O, Love Divine" was sung by the congregration, and afterwards Mendelssohn's "Wedding March" was played on the organ as the happy couple left the church.

Photographs and Reception

After photographs had been taken outside the church, the gathering proceeded to the Hong Kong Hotel Roof Garden where a reception was held. Here the usual toasts were enthusiastically honoured, a fine tribute to the popularity of both the bride and bridegroom.

Following the reception, Mr. and Mrs. Farmer left for their honeymoon, which is being spent at Repulse Bay Hotel. They were given a rousing send-off with showers of confetti, which was also much in evidence at the church door. The bride's going away costume was a powder blue ensemble trimmed with moleskin fur, with blue and gold sequin hat, and beige shoes and hose.

DISCHARGED

A Chinese who was charged with possession of 1,293 French piastres, alleged to have been unlawfully obtained from the Wing Hing Mow firm, of Rue Chinois, Haiphong, was formally discharged by Mr. R. E. Lindsell at the Central Magistracy yesterday.

Mr. H. C. Macnamara prosecuted and Mr. F. H. Loseby appeared for the defence.

RADIO & GRAMOPHONES

New York, Yesterday.

The long discussed unification of the Radio Corporation of America and the Victor Talking Machine Company is finally consummated.

The proposal has been approved by the respective boards of directors.—Reuter's American Service.

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